

Latitude 38

VOLUME 330 December 2004

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A Winning Weekend

★
Happy
Holidays
from all of us
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We'll be closed from
December 24 through
January 2.



*Bonito**

Every year on a Saturday in October the winners of the various Yacht Racing Association One Design fleets face off in a 3-race regatta to decide the Champion of Champions. This year's races were held on the City Front in shifty and variable winds, a heavy flood tide and overcast skies.

Michael Andrews' Santana 22, *Bonito*, won all three races, often passing longer boats to beat them boat for boat.

The next day Michael joined fellow Santana owner, Pat Broderick, for the "2" part of the Vallejo 1-2. Raced single-handed from San Francisco Bay to Vallejo on the Napa River on Saturday and double-handed back again on Sunday, Pat's Santana, *Elaine*, placed first in a fleet of over 50 boats.

And Oakland Yacht Club's Wallace Cup, held on the same Saturday, was won by John Clauser and Bobbi Tosse's 40-foot Farr 1-tonner, *Bodacious*.

Central Bay, North Bay, South Bay - Pineapple Powered boats led everywhere.

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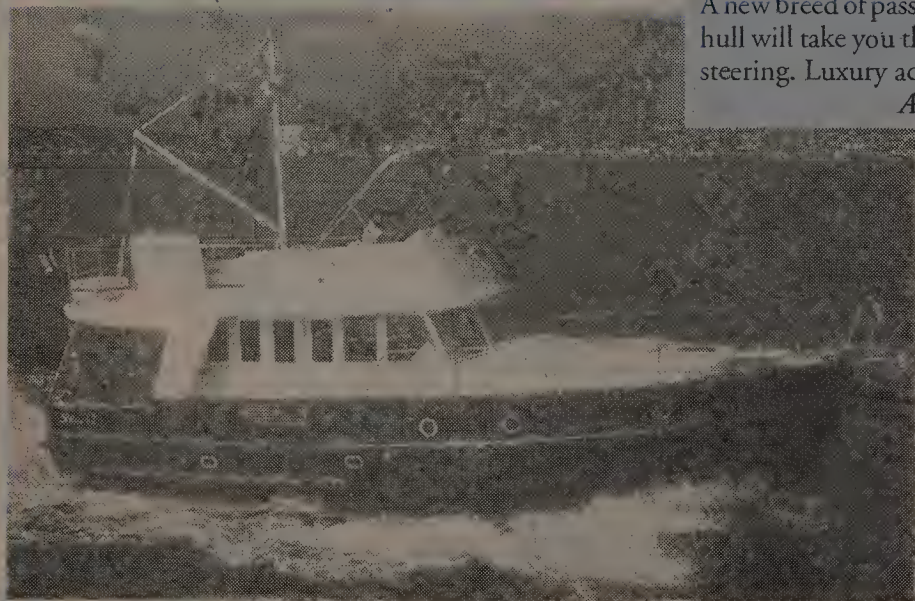
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NEW MODELS FOR 2005



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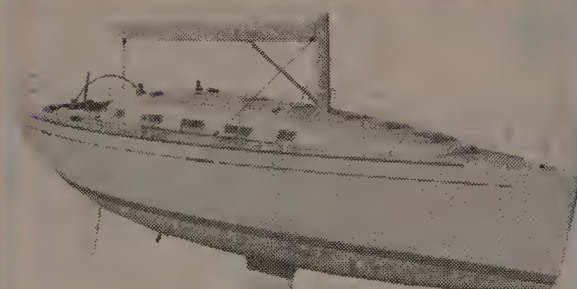


Beneteau 523

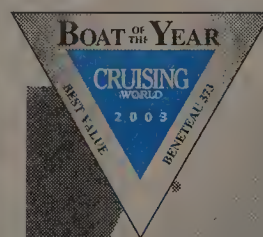
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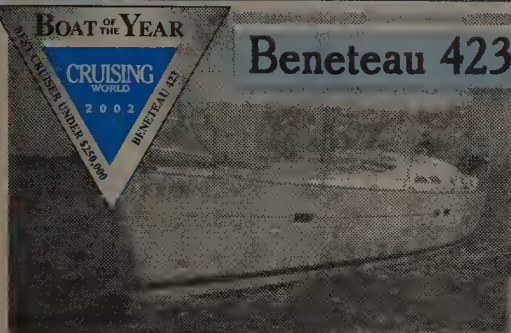


Beneteau 323



Beneteau 343

NEW FOR 2004

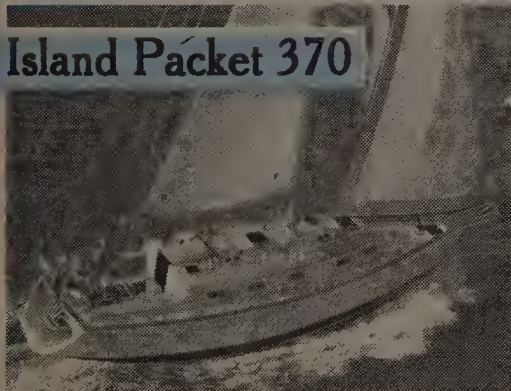


Beneteau 423



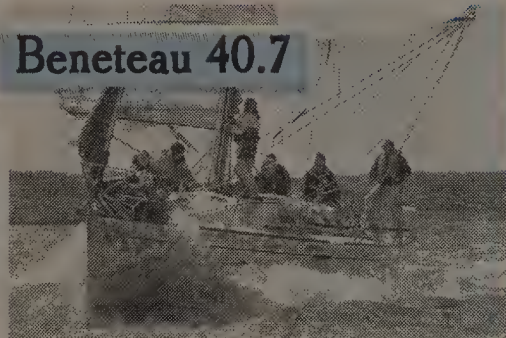
Beneteau 473

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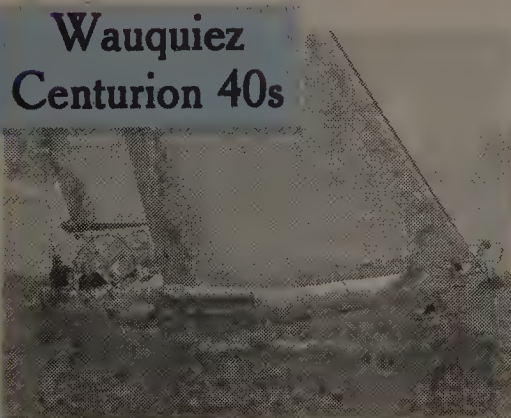


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Cover: Latest photos from the rover show there is not only life on Mars, they have sailing! Okay, this boat is actually nearing Cabo Falso on the last leg of the Baja Ha-Ha.

Photo: Ricardo del Sur

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

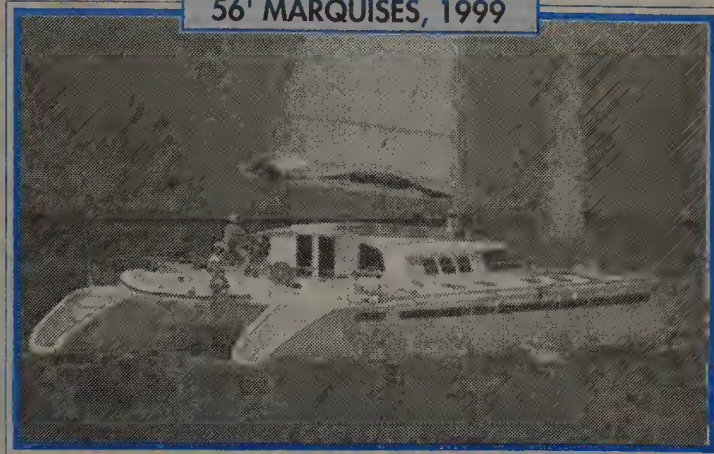
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51' JEANNEAU, 1994



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44' CSY, 1980



Rare walk-through version in top condition.
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34' VINDO 50



AT OUR DOCK

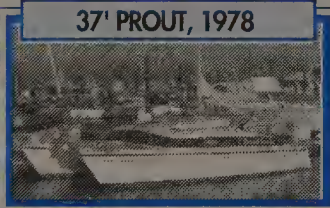
This fine example of Swedish boat
building is evident here. \$59,000.

37' SHANNON, 1987



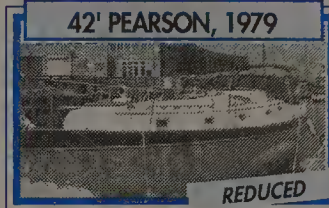
Classic design ready for cruising.
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42' PEARSON, 1979



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29' HUNTER, 1996



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30' CATALINA, 1983



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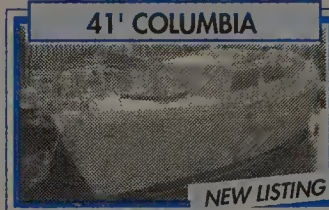
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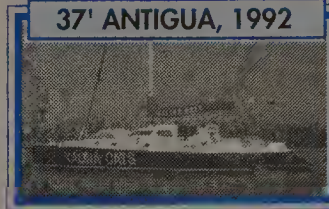
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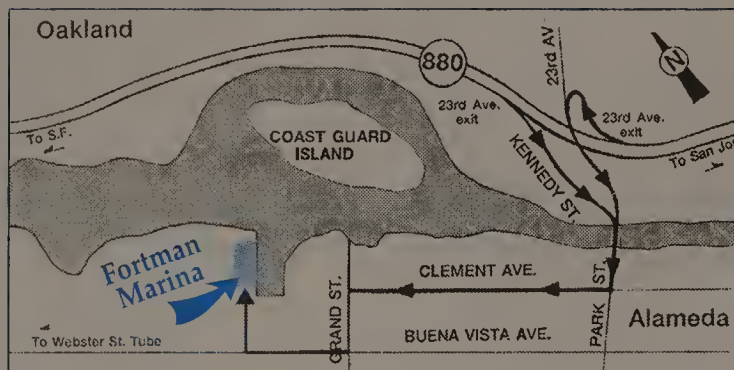
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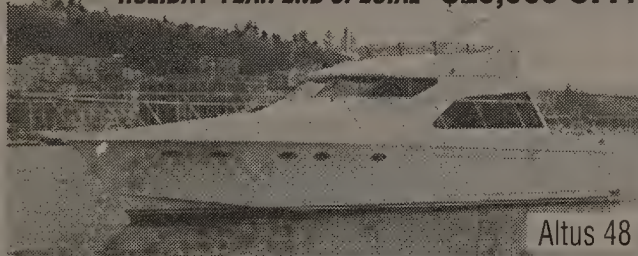
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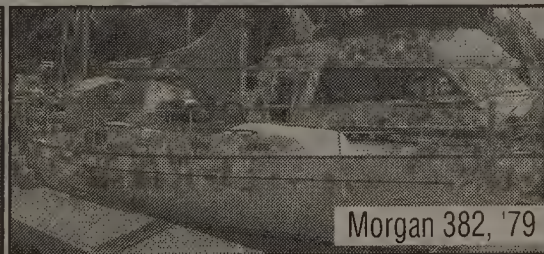
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Ocean Alexander 510SE



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Morgan 382, '79



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Catalina 30	1987	34,500
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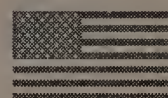
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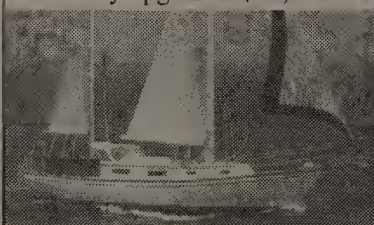
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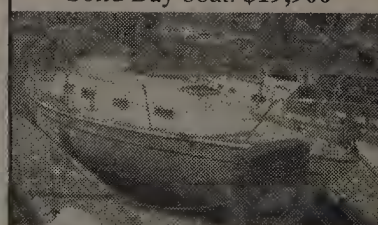
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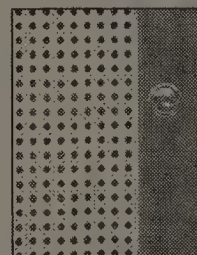
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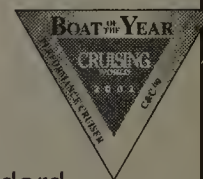
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Parade will take place weather permitting

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Award presentations will be presented at the Spinnaker Yacht Club after the parade.**

BOAT ENTRY FORM (Form must be submitted by December 6, 2004)

Contact Person _____

Telephone: Day _____ Evening _____

Mailing Address: _____

Boat Name _____

Length _____ Sail ☐ Power ☐ Other _____

Yacht Club or Organization _____

Will you need guest berthing? Yes ☐ No ☐ (Free guest berthing is available)

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Mail or fax entries to: San Leandro Marina • 40 San Leandro Marina • San Leandro, CA 94577

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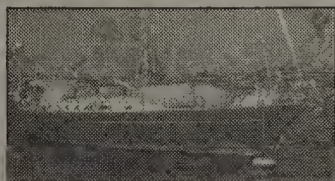


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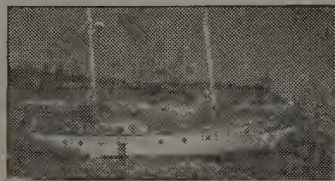
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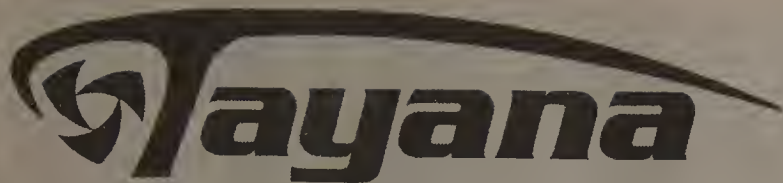
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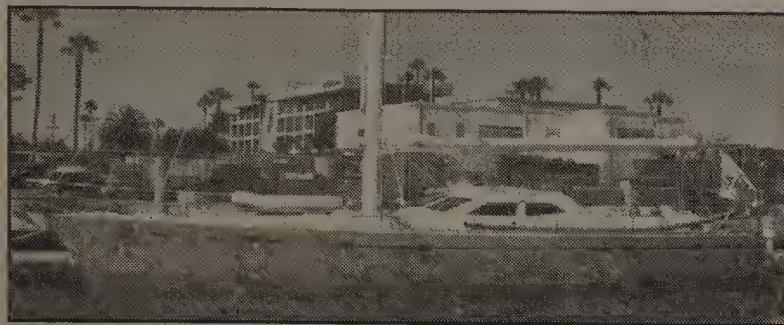
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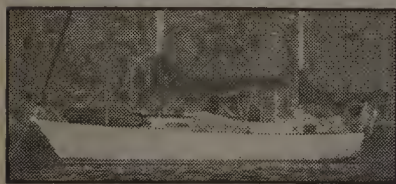
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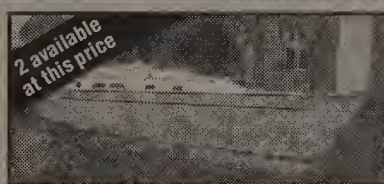
1982 SWIFT 40 KETCH

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2003 TAYANA 42 CENTER COCKPIT

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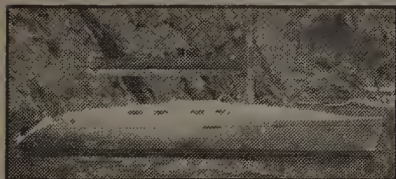


2005 TAYANA 48 CENTER COCKPIT

2 or 3 cabin layout. 2 heads w/separate showers, Corian counters. Ready for delivery **\$305,000.**



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1997 BENETEAU 42s7

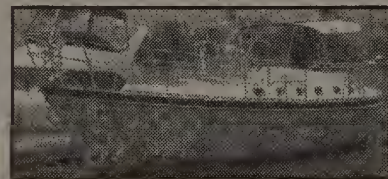
Well equipped three stateroom version, in excellent condition. **\$192,000.**



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1999 ISLAND PACKET 45. Island Packets have an outstanding reputation as well built world cruisers. Very well equipped. **\$315,000.**



2001 TAYANA 42 CENTER COCKPIT CUTTER. Like new, air cond., refrigeration, freezer, hard dodger, huge inventory. **\$229,000.**



1987 SHANNON 38 KETCH

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1988 HANS CHRISTIAN 41 Molokai. In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000.**



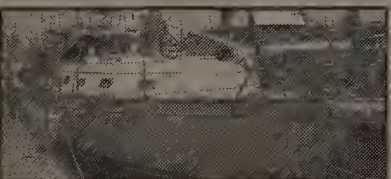
1982 CT 38. Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. **\$79,500.**



1978 FORMOSA 46 CC. A good example of this Doug Peterson-designed performance cruiser. **\$85,000.**



2000 TAYANA 48 center cockpit cutter. Robert Perry-designed remarkable offshore yacht with the best electronics. **Only \$349,000!**



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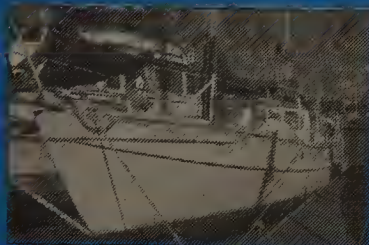
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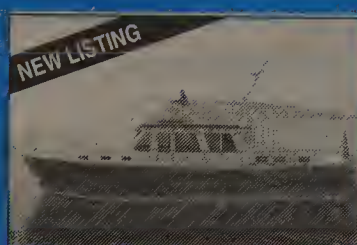


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47' Gulfstar
\$159,000

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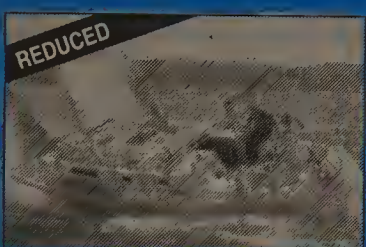
47' Sabreline
\$615,000



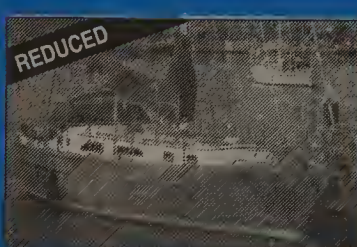
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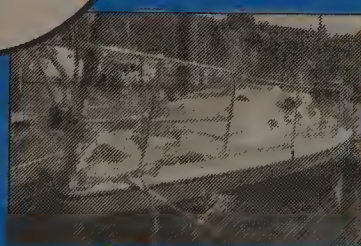
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36' New York
\$38,750



36' Cape Dory
\$89,000



34' O'Day
\$35,000



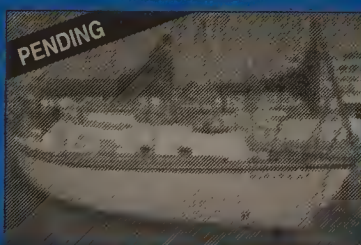
32' Westsail
\$48,500



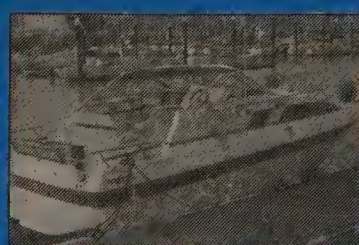
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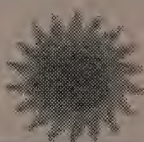
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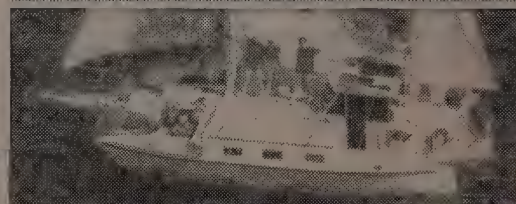
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46' Lien Hwa Motoryacht with cockpit, 1987
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48' CT Cutter Ketch, 1977
\$179,000

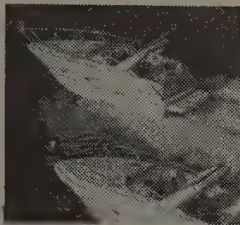


48' Bluewater Coastal, 1991
\$199,000

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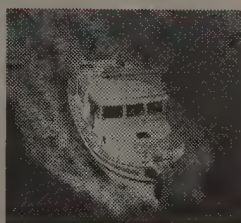
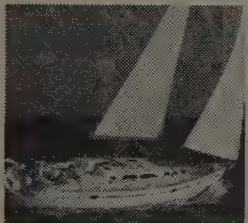
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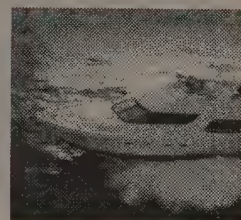
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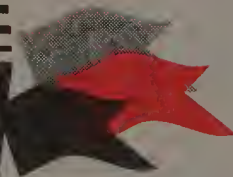


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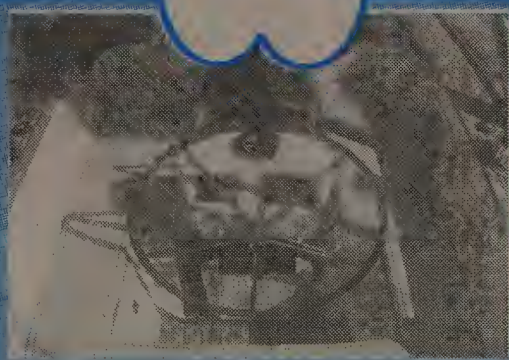
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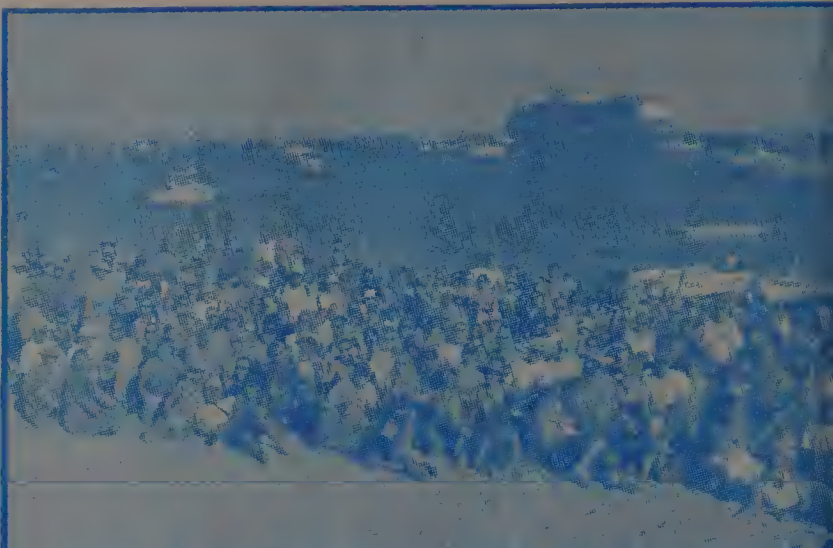
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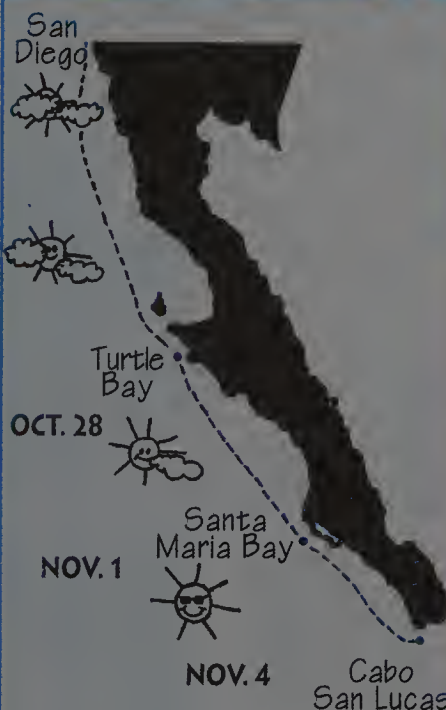
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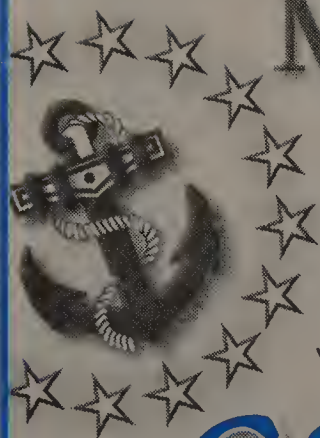
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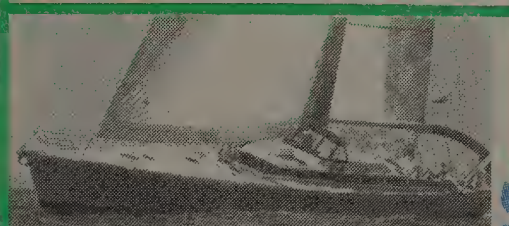
Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, elect. main halyard, watermk, great sails. Best around only **\$490,000!**



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Swan 391 (1986). The most popular of the Ron Holland Swans, this beautiful Swan handles well in any sea. Asking **\$179,000**



Locura, 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again.***



Swan 46 (1988). A beautiful, dark blue German Frers Swan. Over \$100k was recently spent upgrading this boat. Asking **\$349,000**



Oyster 53 (1999). Dark blue hull, electric winches, bow thruster, dive compressor, generator, heater, great sails & electronics. Excellent cond. **\$950,000**



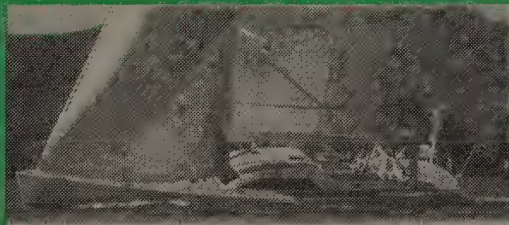
Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. Asking **\$149,500**



Swan 56. Absolutely like new and immaculate. Ideal for singlehanded sailing but ready to go offshore. Call Paul or Ken. Priced to sell, only **\$1,100,000**.



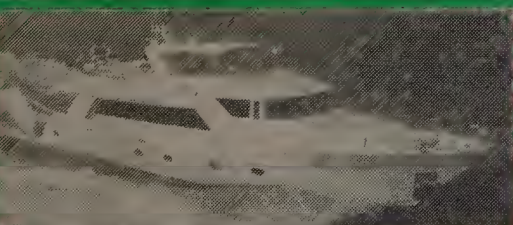
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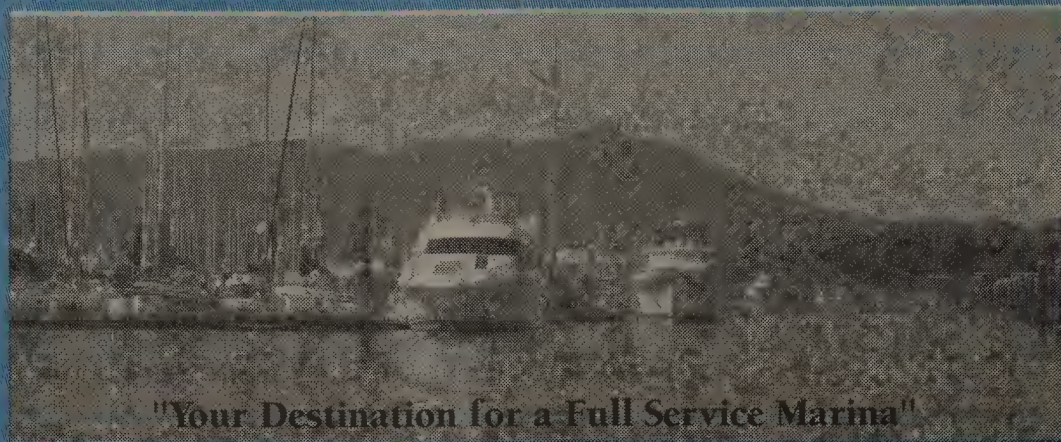
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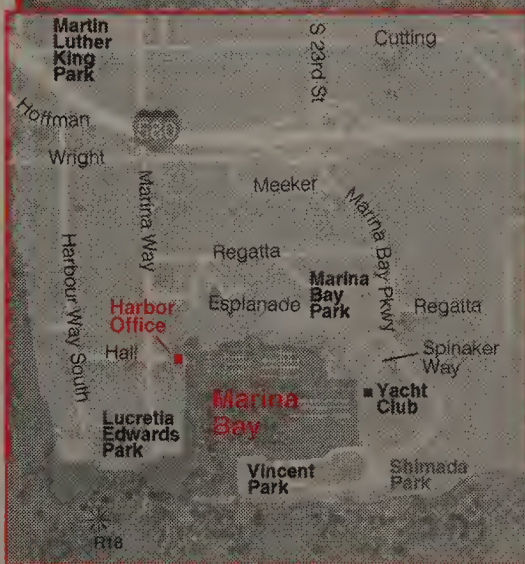


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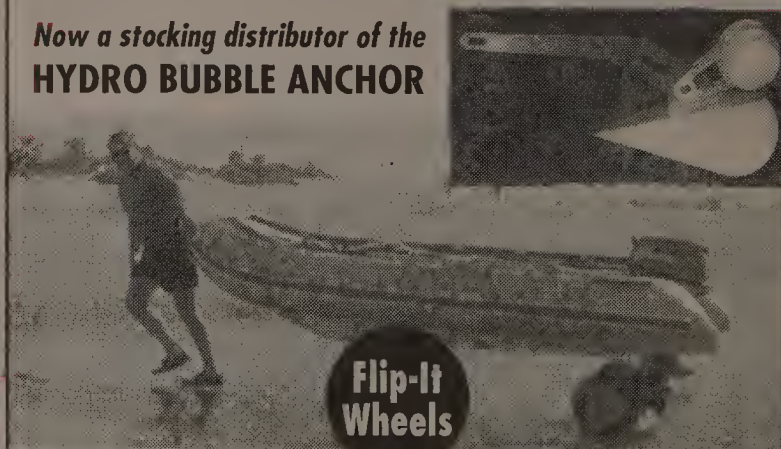
The course consists of 8 days of study: 7 days teaching, 7 hours per day and the eighth day for 2 examination papers, one on general nautical knowledge and the other on navigation and pilotage. Over two long weekends (Thursday to Sunday, December 9-12 and December 16-19). The cost of the 8-day course is U.S. \$640 plus the cost of the Royal Yacht Association Day Skipper pack (U.S. \$60) which consists of:

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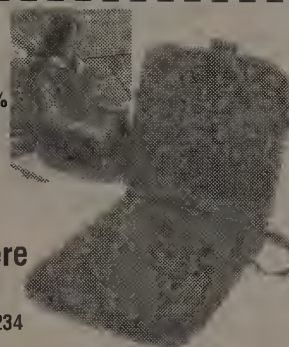
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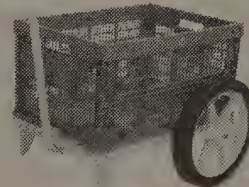
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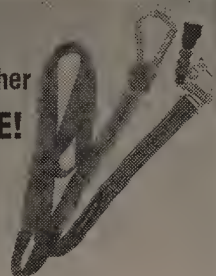


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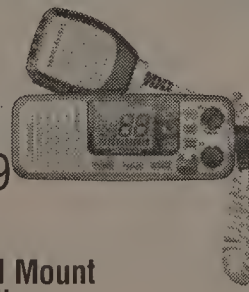
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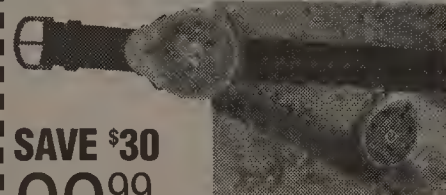
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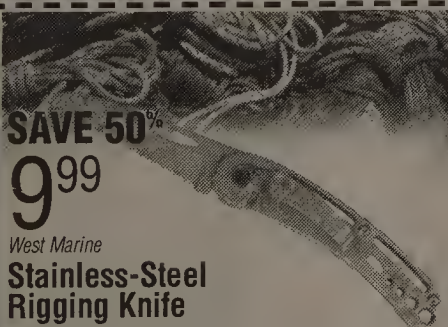
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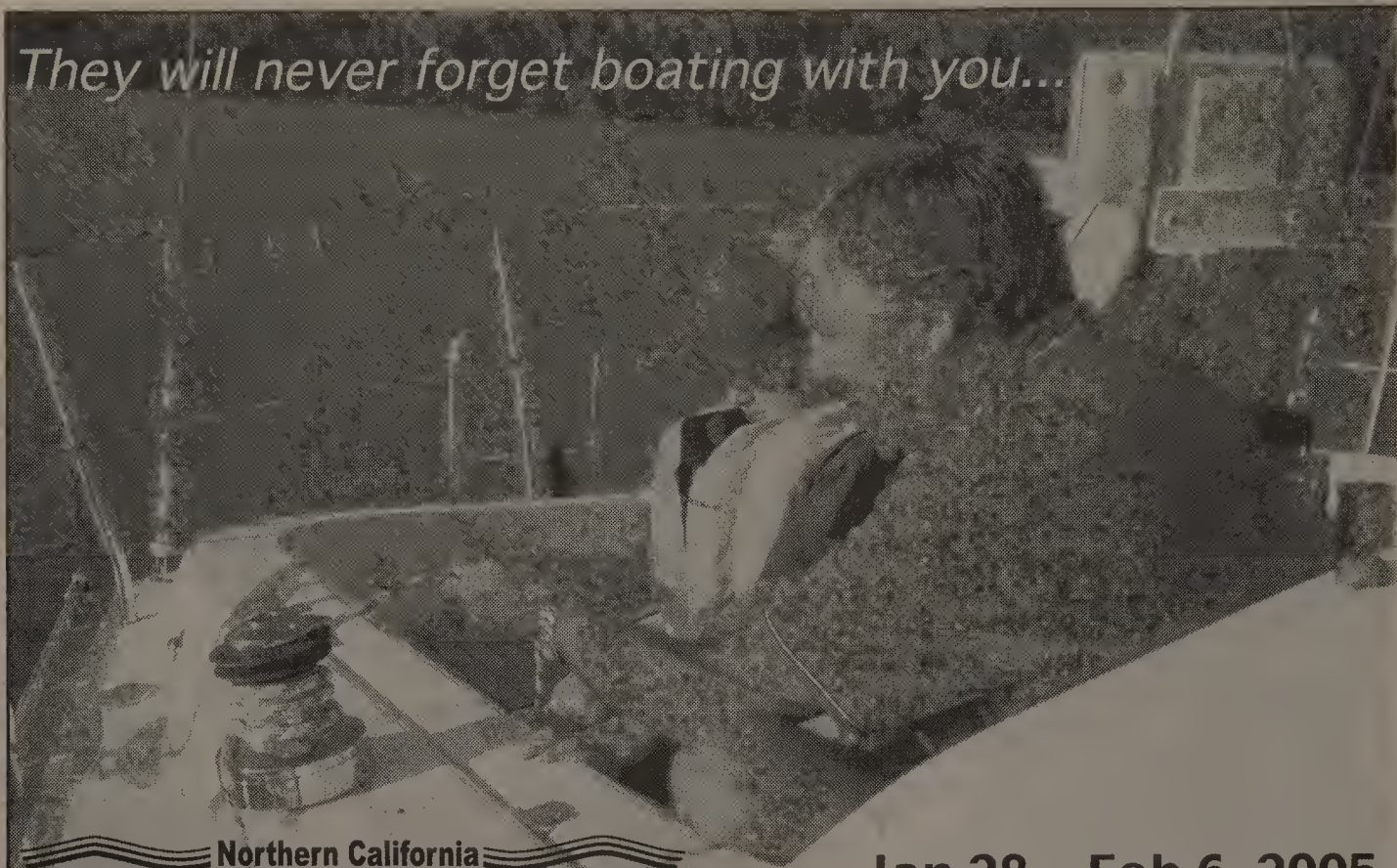


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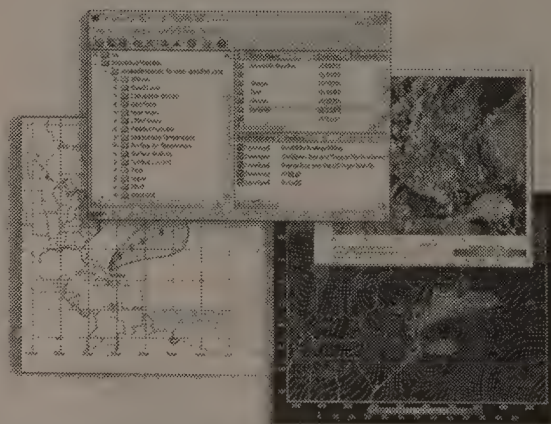
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CALENDAR

Non-Race

Dec. 4 — 28th Annual Lighted Boat Parade on the Oakland Estuary, with a "Boats in Toyland" theme this year. Co-hosted by Oakland YC and Encinal YC, (510) 522-3272.

Dec. 4 — Sail a Small Boat Day at Richmond YC, 11 a.m. to 4 p.m. A great opportunity to check out and/or sail more than a dozen different dinghies. Bring a lifejacket and dry clothes! Info, www.richmondyc.org or (510) 232-6310.

Dec. 4 — 19th Annual Santa Cruz Lighted Boat Parade, beginning at 5:30 p.m. Santa Cruz YC; Ron Merrill, (831) 423-9680.

Dec. 9 — Single Sailors Association monthly meeting, featuring Kevin Stringer speaking about "Sailing Education Adventures (SEA)." Ballena Bay YC; 6:30-9 p.m.; free. Info, www.sail-ssa.org.

Dec. 10, 1984 — It Was Twenty Years Ago Today, from the Wanderer's 10-page essay titled *The Americanization of Cabo San Lucas*:

We know the exact moment our love affair with Cabo San Lucas began to ebb. It was Monday, December 3, at 10 p.m. local time. We were sitting in the very crowded, very American bar and grill called the Giggling Marlin. There we'd just watched the Sea of Cortez Race Week male bikini contest winner, Lee Washburn, scoop up thousands of pesos as a result of winning the Monday Night Football pool. All of a sudden, staring down at us from the six large Sony TV's hanging from the ceiling was the visage of Joan Rivers.

You have to understand that, up until a year or two ago, the only immediate news and electronic entertainment that slipped into Cabo San Lucas were the tidbits passed along on ham radio nets or the occasional *L.A. Times* that someone had dragged along from the plane. But now satellite dishes are sprouting everywhere. Thus you could watch Monday Night Football which — even though we're a fan — we found in bad taste. But inflicting Joan Rivers on Cabo San Lucas? Joan Rivers, who appeared to have been dipped in several gallons of make-up. Joan Rivers, who, even though the volume was low, you nonetheless knew was yapping about some completely dumb-ass celebrity crap everyone had travelled so far to get away from.

We've had bad cases of *turista* before, but we never felt more like puking as the moment when we walked out of the door of the Giggling Marlin, having eaten nothing, having drunk nothing, yet with a vile taste coating our mouths. As we walked out into that typically soft, dry Cabo night, we couldn't help but wonder what all the Americans were doing indoors watching inane TV.

After all, right outside, sparkling in the moonlight, was a panorama of nature at her dramatic best. Why had these people travelled all this distance when they could have the same experience back home in Encino? It was, in our opinion, repulsive.

Yet during the next two days we were to discover that much of Cabo has changed dramatically. And we're not talking change in the last four or five years, but change since we'd last been there at the conclusion of the Cabo Race in November of 1983, a mere 13 months before. The truth of the matter is that Cabo has become very upscale, rather prosperous, but most of all very American. What a sad fate for what only a decade ago had been an isolated sportsman's outpost.

If we were to be realistic, we suppose we'd have to admit that it was inevitable. There's simply no way the magical, charming little kid that was Cabo would not grow up, develop, and move on to take her place in the world. All we can do now is cross our fingers and hope she's able to maintain

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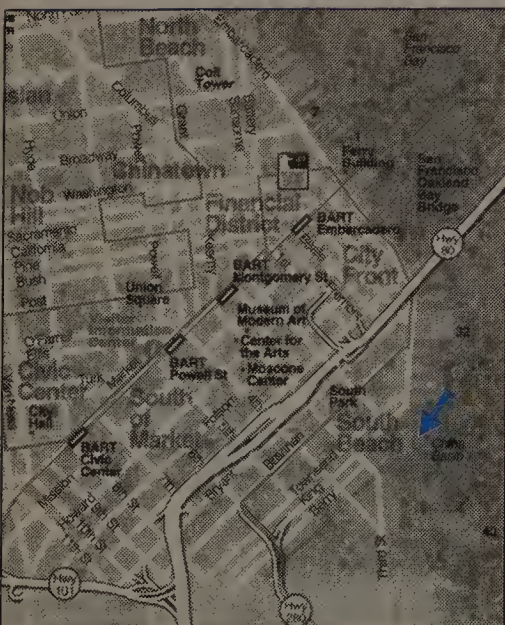
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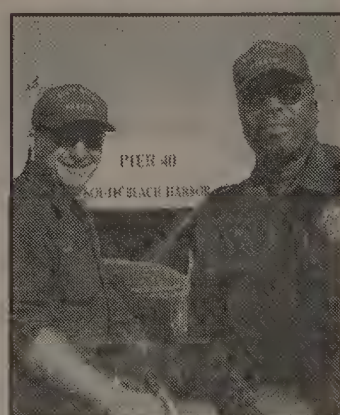
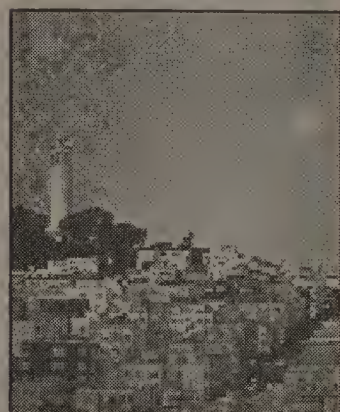
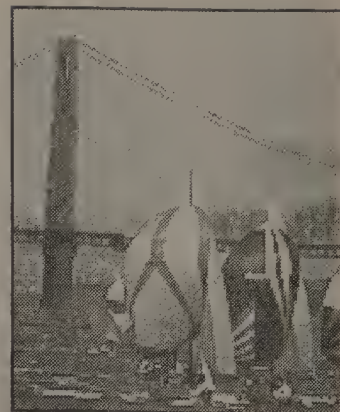
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CALENDAR

some of the dignity of her humble youth and not end up the 25 cent whore among the world's tourist attractions. Although even if she did, we suspect we'd love her still.

Dec. 11 — "Bay Area Anchoring," a free seminar by Chuck Von Schalscha at McGrath Pacific Yacht Sales (Sausalito). RSVP and details, (415) 331-5020.

Dec. 11 — Sausalito's 16th Annual Lighted Boat Parade at 6 p.m., followed by prizes and libations at the Sausalito YC. Info, (415) 331-7262.

Dec. 11 — "AC/DC Electric," a day-long seminar at Nelson's Marine covering everything you need to know about your boat's electrical system. \$149 fee. Info, (510) 814-1858.

Dec. 11-12 — Open Boat Weekend in Alameda, weather permitting. Check out the new and used boats for sale at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Dec. 18 — San Leandro Marina's 12th Annual Lighted Boat Parade at 6 p.m., followed by award presentations at the Spinnaker YC. Info, (510) 357-7447.

Dec. 21 — Winter Sailstice. No prizes, sorry!

Dec. 25 — Merry Christmas.

Dec. 26 — Full moon on a Sunday night.

Jan. 1 — Happy New Year! Make resolutions.

Jan. 2 — Begin breaking resolutions.

Jan. 4 & 5 — Marin Power & Sail Squadron free classes begin again in Sausalito (1/4) and Novato (1/5). For details, call Pete at (415) 883-3652.

Jan. 20 — "BoatSmart" courses begin at Piedmont Adult School, 7 p.m., continuing for four weeks. Small fee for books. Oakland Sail & Power Squadron; John, (510) 814-1092.

Jan. 28-Feb. 6 — NorCal Boat Show at the Alameda County Fairgrounds (Pleasanton). Info, www.ncma.com or (800) 698-5777.

Apr. 13-17 — Strictly Sail Pacific (formerly Sail Expo). Same great boat show, new name. Save the dates! Info, www.sail-america.com.

Racing

Dec. 4, 1994 — Ten Years After, from Greg Dorland's article *Melges 24 Women's Invitational — Regatta in Paradise*:

Take 50 of the top women sailors in Northern California, sprinkle evenly among 10 high-performance Melges 24 sport boats and add water — in this case, the flat-water arena off host Tiburon YC. Whip gently with 6 to 10 knot breezes. Pre-heat with publicity from event sponsor Progressive Boats, add a dash of spice in the form of door prizes from secondary sponsors and simmer in the heat of competition for three races on Sunday, December 4.

That's all that was needed to cook up the Regatta In Paradise, the most delectable racing entree' of last month — and the perfect 'dessert' to top off a memorable year of sailboat racing.

Several of the all-women teams racing the RIP — aka the Melges 24 Women's Invitational — had been able to practice on their borrowed Melges for several weekends prior to the race, while others' first exposure to the little hot rods was the sail to the starting line. It was fairly easy to tell which was which in the early light-air going of Race 1, but the dying northwesterly that caused most boats to anchor for a while served in the end to equalize the fleet. By the time it shifted south and came back up for Race 2, most of the teams had pretty much figured out the boats and their tricky asymmetrical spinnakers and retractable bowsprits. As for the others, well, it seems hourglass figures have not dropped entirely out of fashion.

"WOW"

SAILING WORLD'S 2005 OVERALL BOAT OF THE YEAR

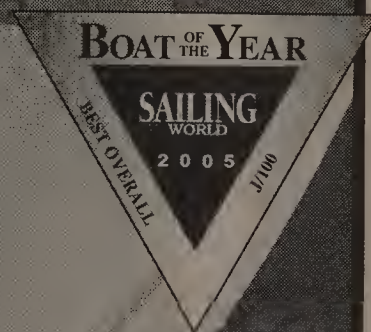


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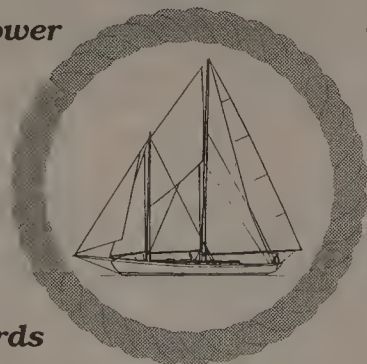
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CALENDAR

Setting the pace for the series, Alison Dimick's *Surfeit*, with Marcia Peck driving, was first off the line in Race 1, followed by the Karina Vogen team on *Smokin'* with Liz Baylis at the helm. Notably missing from the fray was Susie Madrigali and the *Mad Dog* team who had hooked their rudder on the committee boat's anchor line. Oops.

After several lead changes and the no wind time-out, *Surfeit* went on to win Race 1 by being the first to recognize the wind had backed to the south, whereupon they cracked off and reached into the finish line. Race 2 saw a change in the wind — and the mood of the day. Six to 8 knots steady for the former and drizzly overcast to sparkling winter sun for the latter. TYC's Judy Driscoll tried a bold port-tack start in the middle of the fleet, which would have put *Front Page News* in a comfortable lead — if they hadn't been over early. *Surfeit* went on to take a second bullet; *Smokin'* went on to take a second deuce.

Race 3 saw the wind speed stabilize at about 10 knots. Combined with the flat water off Paradise, it was as perfect as local sailing conditions can get, given air and water temperatures that were definitely well below the bathing-suit range.

The learning curves of crews were smoothing out by Race 3. Jennifer Dunbar on the John Kostecki/Hans Williams-coached *Don't Be No Dread* jumped out to a lead at the weather mark with *Surfeit* and *Smokin'* back in the pack. *Surfeit* then hit the weather mark, and in the process of doing a 360 prompted a protest flag from *Smokin'* and the allegation that *Surfeit* had fouled them while doing their penalty turn. The *Surfeit* crew elected not to do a 720.

Meanwhile, *Don't Be No Dread* was sailing off with the race. But the series would hinge on two important factors. One: would the protest be allowed? And two: could *Smokin'* put two boats between them and *Surfeit* to win the series outright? It looked like *Smokin'* would live up to the name as *Surfeit* had to work her way back through the fleet after the 360 — not nearly as easy a task as it had been in Race 1. *'Dread* held on to take the gun, with *Smokin'* finishing second (not flying a protest flag) and the *Surfeit* team clawing their way back to fourth to win the first annual Regatta In Paradise. *Smokin'*'s string of deuces put her a scant half-point behind for second, with *'Dread* moving up to third with her victory in the final race.

The win was sweet for Alison, Marcia and their crew Nancy Potter, Sydney Moore and Jeanne Marrinan, and they celebrated it with verve at TYC's post-race party. It was especially gratifying for Alison, who conceived the event with Progressive Boat's Greg Dorland. Both of them contributed many hours to ensure it would be a success.

Dec. 26 — 60th Rolex Sydney Hobart Yacht Race, a manly 628-mile race followed by a Quiet Little Drink. For the first time, the overall winner in the 124-boat fleet will be determined using the IRC rule. Follow the action at <http://rolex-sydneyhobart.com>.

Jan. 1 — Master Mariners New Year's Day Race/Chili Potluck/Tacky Trophy Exchange. DeeDee Lozier, (510) 653-8820.

Jan. 29 — SSS Three Bridge Fiasco, the most diabolical and entertaining race on the Bay. Info, www.sfbaysss.org.

Jan. 17-21 — 18th Key West Race Week. Early Bay Area entries include the Farr 40 *Pegasus* 80808, the J/120 *El Ocaso*, the J/105s *Masquerade* and *Tiburon*, and the Melges 24s *Pegasus* 492, *Pegasus* 575, *Light Brigade*, and *Grinder*. Info, www.premiere-racing.com.

Feb. 11,16,17,18 — Staggered starts of the 18th Marina del Rey-Puerto Vallarta Race. Info, www.dryc.org.

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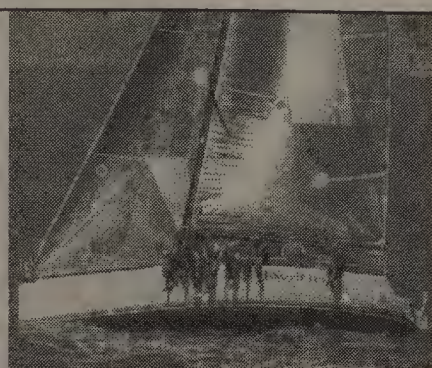


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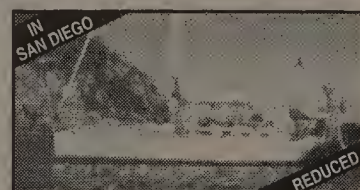
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46' J/46, '00, <i>Beauty</i>	Reduced 515,000
45' Hunter Legend, '88, <i>Fairwind</i>	Pending 120,000
43' Saga, '02, <i>Wind Shear</i>	Reduced 295,000
43' J/133, '04	Inquire
42' J/42, '99, <i>Fine-a-lee</i>	309,000
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40' J/120, '01, <i>Bifrost II</i>	250,000
40' J/120, '98, <i>Zippity Doo Dah</i>	270,000
40' J/120, '97, <i>Splash</i>	New Listing 200,000
40' J/40, '92, <i>Jonas</i>	New Listing/Pending 165,000
40' Beneteau 40.7, '03, <i>Blue Agave</i>	209,000
40' Farr 40, '99, <i>Javelin</i>	150,000
40' Farr, '86, <i>Rascal</i>	149,500
40' Wilderness 40, '87, <i>Falcon</i>	53,000

40' Wauquiez Pilot, '02, <i>Eden</i>	275,000
39' Hallberg-Rassy, '97, <i>Esprit</i>	274,000
38' Tartan 3800 OC, '99, <i>Companera</i>	New Listing 199,000
38' Tartan 3800, '98, <i>Gusto</i>	Pending 169,000
38' Sydney, '01, <i>Cool Man Cool II</i>	218,000
36' Beneteau 36.7, '04, <i>Ricochet</i>	169,000
36' Islander, '77, <i>Kapai</i>	New Listing 45,000
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35' J/105, '00, <i>Kookaburra</i>	New Listing 129,000
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35' Cal MkII, '80, <i>Calliope</i>	45,500
34' Farr 10.20, '89, <i>Hagar II</i>	Reduced 58,000

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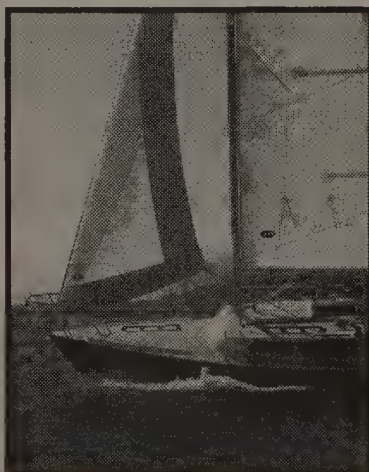
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CALENDAR

Mar. 4-6 — 25th Heineken Regatta at St. Maarten. Info, www.heinekenregatta.com.

Mar. 19-20 — Newport-Cabo Race, back after ten years. Newport Harbor YC, www.nhyc.org.

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 12/12, 1/9, 2/13, 3/20. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays through 3/27, except during BYC Mids. Paul, (510) 540-7968.

BERKELEY YC — Midwinters: 12/11-12, 1/8-9, 2/12-13. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2005: 1/15-16 and 2/19-20. CYC, (415) 435-4771.

ENCINAL YC — Jack Frost Series: 1/15, 2/19, 3/19. David LeGrand, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 12/4, 1/8, 2/5, 3/5. Gary Salvo, (916) 363-4566.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/9, 2/12, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 1/30, 2/6, 2/20. Ted or Diane, (510) 769-1414.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6, 3/6. Kers Clausen, (510) 237-1307.

SANTA CRUZ YC — Midwinters: 12/18, 1/15, 2/19, 3/19. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 12/5, 1/2, 2/6, 3/6. George Shea, (415) 332-8923.

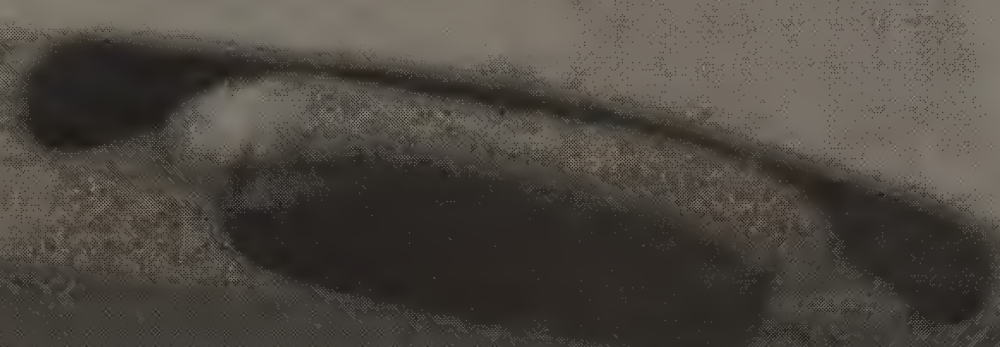
SOUTH BAY YRA — Winter Series: 12/4, 1/8, 2/5, 3/5. Robert Hu, roberthu@yahoo.com.

SOUTH BEACH YC — Midwinters: 12/11, 1/8, 2/12, 3/12. Sherry Nash, (650) 552-9260.

*Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

December Weekend Currents

date/day	slack	max	slack	max
12/04Sat	0040	0350/2.7F	0720	0939/2.0E
	1328	1550/1.4F	1825	2140/3.1E
12/05Sun	0125	0435/2.8F	0758	1031/2.5E
	1426	1654/1.7F	1939	2235/2.9E
12/11Sat	0056	0305/2.4E	0601	0900/2.9F
	1143	1517/5.8E	1912	2218/4.4F
12/12Sun	0152	0357/2.3E	0649	0948/2.9F
	1229	1606/5.9E	2003	2311/4.4F
12/18Sat	0035	0346/3.5F	0700	0941/2.7E
	1323	1605/2.2F	1848	2143/3.2E
12/19Sun	0129	0439/3.2F	0745	1043/3.1E
	1430	1721/2.4F	2004	2248/2.7E
12/24Fri	0016	0237/1.7E	0538	0826/2.3F
	1108	1433/4.5E	1837	2150/3.5F
12/25Sat	0104	0316/1.6E	0619	0905/2.2F
	1146	1511/4.5E	1918	2229/3.5F
12/26Sun	0148	0352/1.6E	0658	0943/2.1F
	1223	1550/4.6E	1958	2307/3.4F
12/31Fri		0133/3.0F	0507	0718/1.9E
	1036	1317/1.6F	1548	1919/3.6E
	2302			



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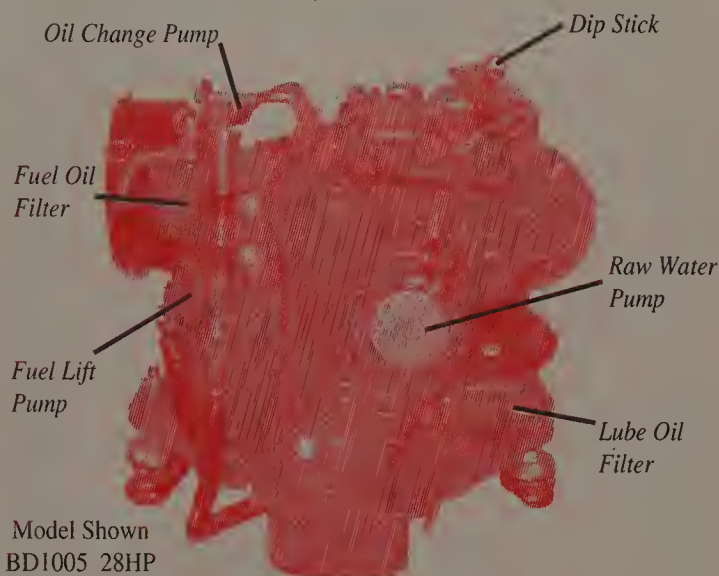
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LETTERS

↑↓THE WORLD'S MOST POPULATED SHIP GRAVEYARD

In the November issue, Ken Stuber asked the meaning of the phrase 'weathering the Lizard', which is often found in the Horatio Hornblower series. The term refers to getting to weather, that is, sailing around the Lizard, a promontory off Cornwall on the southern tip of Britain. It was the last obstacle to getting home for countless generations of British Royal Navy sailors, and is perhaps the most populated graveyard of ships in the world.

Captain Fred Fegley
 San Francisco

Captain Fred — We may have been the only ones who didn't know what 'weathering the Lizard' meant, for we've received over 100 correct responses from our readers. We thank every one of you who took the time to clue us in.

↑↓'GOBSMACKED', A HIDEOUS WORD

I've got the answers to two of the questions in the November issue.

'The Lizard' is the southernmost point of the mainland British Isles, and the local equivalent of Cape Horn or Point Conception. In the novels, Horatio Hornblower would have had to 'weather the Lizard' against the prevailing southwest winds when sailing from Plymouth Harbour towards the Atlantic, the Biscay ports, and the French foe.

The hideous word 'gobsmacked' is a recent combination of the slang 'gob' (derived from the Old French *gobe*, or possibly the Gaelic *gob*, both of which meant mouth) and 'smack' (from the Low German or Dutch *smakken*, to strike or smite.) Thus to be 'gobsmacked' is literally to be struck on the mouth — although it's used in the sense of being astonished, amazed, bowled over, incredulous, astounded, flabbergasted — or perhaps even all of a doo dah. Hope this helps.

Patrick Southall
 Labarque

Southampton, England / Anchored In San Diego

Patrick — That really did help — until the very end when you wrote "perhaps even all of a doo dah." What the heck does that mean?

↑↓THANK YOU, MYSTERY DELIVERY PERSON!

The other day we were in Neiafu, the main town in the Vava'u Group of the Kingdom of Tonga, when we noticed a friendly-looking Sunsail charterer wearing a faded bright pink — formerly fluorescent orange — Baja Ha-Ha shirt. After saying hello, we learned that he'd crewed on a San Diego-based boat in the '03 Ha-Ha, and that he also was from San Francisco. We explained that we'd done the '02 Ha-Ha with our boat. We briefly chatted about all the Ha-Ha fun, then he asked which boat was ours. "Over there behind the green yawl," we said, "the one with the blue stripe and hard dodger." He made a nice comment about her, then explained that it was the last day of his charter and that he'd be back in L.A. in about 24 hours. We said good-bye and went our separate ways.

When we returned to our boat later that afternoon, we found four *Latitudes* — the June through September issues — under *Whisper's* hard dodger. Jackpot! We'd not seen a *Latitude* in many months, so I was awake until midnight reading three of them cover-to-cover. Robin did her usual "skim first, then selectively consume and digest" reading. It was great to catch up, as we've been a bit light on current sailing events and news. Thank you *Latitude*, and thank you mys-

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- Leg 2: Hawaii to Fanning Island to Tahiti. 2,500 miles. July 27-Aug 17. 21 days.
- Leg 3: Tahiti to Tuamotus to Tahiti. 550 miles. Aug 19-Sept 3. 14 days
- Leg 4: Tahiti to Fanning Island to Hawaii. 2,500 miles. Sept 5-25. 20 days.*
- Leg 5: Hawaii to San Francisco. 2,400 miles. Sept 29-Oct 16. 17 days.
- Leg 6: San Francisco to Newport Beach. 350 miles. Oct 19-23. 4 days.

* Our Leg 4 voyage from Tahiti to Hawaii is an All Women's Voyage, led by a great team of experienced offshore sailors and teachers: Karen Prioleau, Carol Hasse, and Barbara Marrett.

Alaska Eagle will also be the communications vessel for this spring's Newport to Cabo San Lucas Race. The trip home is ideal for those seeking more experience in rugged conditions.

Spring Voyages

- Newport to Cabo San Lucas. 800 miles. March 18-24. 6 days.
- Cabo to Newport. 800 miles. March 26-April 3. 8 days.

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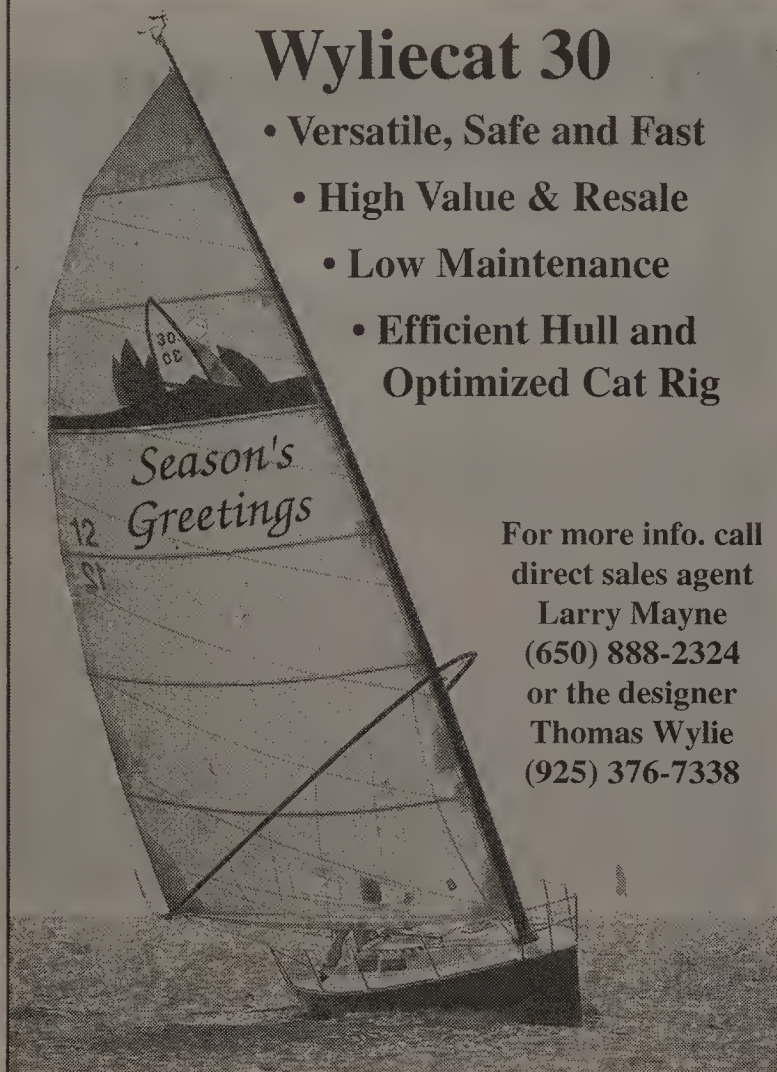


Rich and Sheri enjoy sharing their extraordinary knowledge with others. Rich can fix anything (and has) on a boat. He has taught many nautical skills, and enjoys showing sailors how easy it is to learn celestial navigation. Sheri is an expert in preparing for cruising, from provisioning to spare parts to sail selection. Rich and Sheri live life to the fullest, enjoy sharing the adventure, and always look forward to new destinations.

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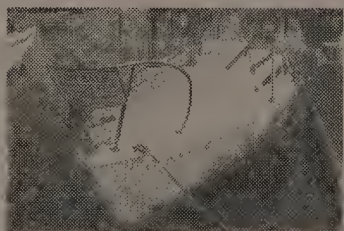
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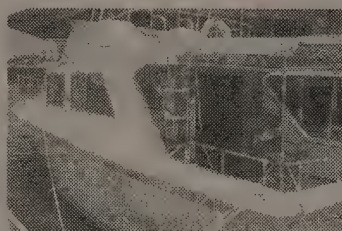
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LETTERS

tery person — we assume you were the charterer that we met — who dropped off the magazines. By the way, it's not just us two who were happy to get the magazines, there's excitement throughout the fleet, as we've already begun to pass them on.

Although I'd like to reply to several of the articles and letters, I'll stick to one for now, the topic I know most about — the September *Beeline To Paradise* article by Rick von Stein that recapped last year's Pacific Puddle Jump from Mexico to the Marquesas. I appreciate Rick's writing style, but I feel there was more concentrated drama in the article than there actually was on the various Puddle Jumps. Although I'm sure most of the things described actually did occur — and I believe Rick reported what he was told — I think some of the conditions described were a tad exaggerated.

Three of the 37+ boats did get caught in a nasty storm, and they did suffer gear failures, injuries, and very difficult conditions for a couple of the 25 or so days it took most to make the crossing. However, many, if not most, of the Puddle Jumpers had very pleasant passages. Even the storm-tossed boats suffered those conditions for less than a few days. I'm writing because I'm concerned that next year's potential Puddle Jumpers might read the article and decide *not* to come across. I think that would be a big mistake, and I encourage future Puddle Jumpers to look at the table of statistics, throw out the extremes, and use the averages to determine what conditions they are likely to encounter.

We, the crew of *Whisper*, were also guilty of perhaps over-reporting the dramatic events — water in the engine and hitting a whale — which added to the overall drama of von Stein's report. Had we sent him a more balanced report, it would have been about a wonderful 22-day passage, with a couple of interesting events thrown in to keep us amused. Had we not had those relatively minor incidents, the passage might have been considered long, uneventful, and at times downright boring!

For those interested in a more detailed account of our passage, visit www.sailwhisper.com.

Duncan & Robin Owen
Whisper, Hallberg-Rassy 42
San Francisco

Duncan & Robin — Thanks for reminding everyone how treasured *Latitudes* are 'out there'. If anyone flying to distant



cruising grounds can stick some current issues in their bags, they will be much appreciated by cruisers.

As for the Puddle Jump Recap, a little exaggeration is common in most sailing stories, and the most dangerous and dramatic incidents get all the ink.

Despite the dramatic tales, Robin and Duncan say most PJ passages were wonderful.

Overall, however, we thought von Stein's report offered a tremendous amount of valuable factual and anecdotal information, with a large enough sample to make it meaningful. We hope someone does half as well with next year's report.

↑↓WANT SOME HELP WITH FOREIGN DISTRIBUTION?

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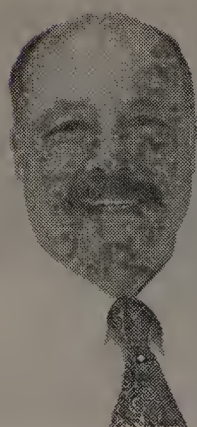
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LETTERS

big sailboat.

What can I do for *Latitude* now? Well, from time to time we fly to places where there may be sailors in need of a small part for their boats. If it would be helpful, I would be happy to deliver these items.

For example, we flew from LAX to Cabo on November 17 and returned on the 20th. Anyone from the Baja Ha-Ha need anything? Then we continue on to Lanai and Maui before returning on December 2. Obviously FedEx is the best thing inside the United States, but that's our 'schedule'.

On the downside, our trips have a high degree of uncertainty. The passengers frequently change their plans, so it wouldn't be foolproof.

What's in it for me? I figure if I can accumulate enough good samaritan points, I might just get a ride on a boat in one of these places for a day or so. But it's not a condition of my offer.

Naturally, I'm not interested in taking risks on the unknown, so I would have to open all packages and check their contents very, very carefully.

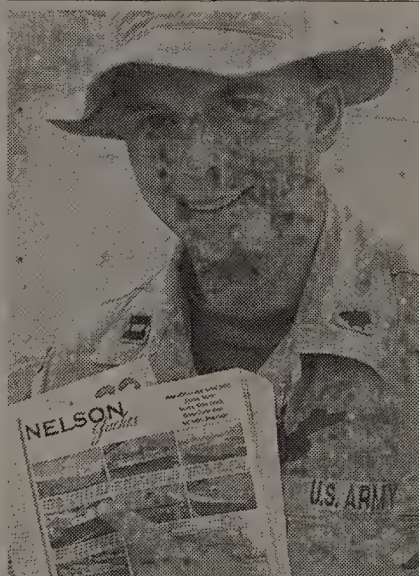
If you know of anyone we could help, just drop me an email with their contact info. I'm even okay if you advertise this in *Latitude* — just don't use my name or contact information. It's better that they contact you and then you email me.

Name Withheld By Request
California

N.W.B.R. — That's a very cool offer — but the sporadic nature of your trips would make it impractical. Besides, if whoever is paying the bills for the jet finds out what you're doing, they might not be too happy, and we wouldn't want you to lose your job. If, on the other hand, you'll be flying to the Caribbean on Christmas Day with a couple of empty seats . . .

↑↓ I DON'T WANT TO PRETEND I'M A HARDLUCK CASE

Thanks for the interest in my situation — specifically, my being a soldier in Iraq who needs to sell my Freedom 38 in Redwood City because I can't use her right now. Sorry for the late reply, but I've been out running missions, and then the Internet was down the last two times I wanted to use it.



Stationed in Iraq, Patrick Freeburger points to his boat listing in 'Latitude'.

COURTESY U.S. ARMY

I could use help with my boat, but I don't want to pretend that I'm a hardluck case when I'm not. After all, I don't have a wife or kids. I moved out to the Bay Area three years ago with the tech bubble, but decided to stay after it burst. After seeing the price of rent — let alone houses — I decided that buying a nice boat would give me both an opportunity to learn to sail and a place to live. Throwing away money on a sailboat I could live on made vastly more sense to me than throwing away money on rent. I've really enjoyed the boat, I've learned a lot about sailing and I've met a lot of great people. The Army

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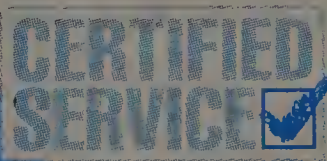
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LETTERS

pays us a housing allowance, which, for the Bay Area, is pretty good, and that goes toward my boat payment.

However, since I've not been able to use the boat for a year, it seems like a good time for me to try to sell her, which would allow me to save the \$1,000 a month in the combined boat loan and slip fee, and eventually try to put together a down payment on a house. I personally can't live on a boat forever, although I envy those who can.

Although I thought my boat was in pretty good shape, my broker at Nelson Yachts found about \$5,000 worth of improvements I could make to make the boat more sellable. It's mostly simple stuff like cleaning and painting the bottom, wiring up the Autohelm electronics, updating the running rigging, changing the hoses on the head, and fixing a water-damaged floor panel. All right, maybe it is a lot of stuff. It would help me the most if I could somehow get that done to make the boat more sellable. On the other hand, a group of well-meaning volunteers could make a real mess of things if they didn't know what they were doing. And if the boat didn't sell, I could still have a great boat to come home to.

Those are my thoughts, I would appreciate anything that you could do.

Patrick Freeburger
Freedom 38

Redwood City / Currently Serving In Iraq

Patrick — We think the idea of having people work on your boat to make her more sellable is fraught with potential problems. But if you check out the following letters, we've got some other good news for you. Folks back here want to help.

↑↓PLEASSED TO OFFER BERTHS TO OUR SOLDIERS

I read the letter about the soldier in Iraq who has a boat in Redwood City, but has her up for sale in part because of the slip fees. We at Big Break Marina in the Delta — just east of Antioch — would be pleased to offer a berth for his boat at no charge. In fact, we'd be pleased to offer as many berths as we can to our people who are fighting in Iraq. We have limited space, however, so please, bona fide active U.S. military only. We're glad to help! We can be reached at www.big-break-marina.com.

Dave Biron
Big Break Marina, Oakley

Dave — What an excellent offer! We'll pass the message on to Patrick Freeburger.

↑↓I WOULD BE WILLING TO PONY UP

My name is Tom Walchli, and I am the Southwest District Manager for West Marine — and was the guy responsible for pushing the 'go' button for the West Marine's participation at the Ha-Ha Kickoff BBQ in San Diego. Anyway, I'm writing to you about Patrick Freeburger's slip's rent — he being the guy in Iraq who needs to sell his boat because of slip rent and other expenses. I would personally be willing to pony up for a month of that rent, and am in a unique position to fundraise from a pretty big pool of boaters and patriots who happen to work for West Marine. Reading about Freeburger in *Latitude* — while sitting in the cockpit of my boat, enjoying the Southern California sunshine and the peace — really hit home. My wife Kris and I would really like to help if we can.

Tom Walchli
Southern California

Tom — Thanks for the great offer. Once we get more details

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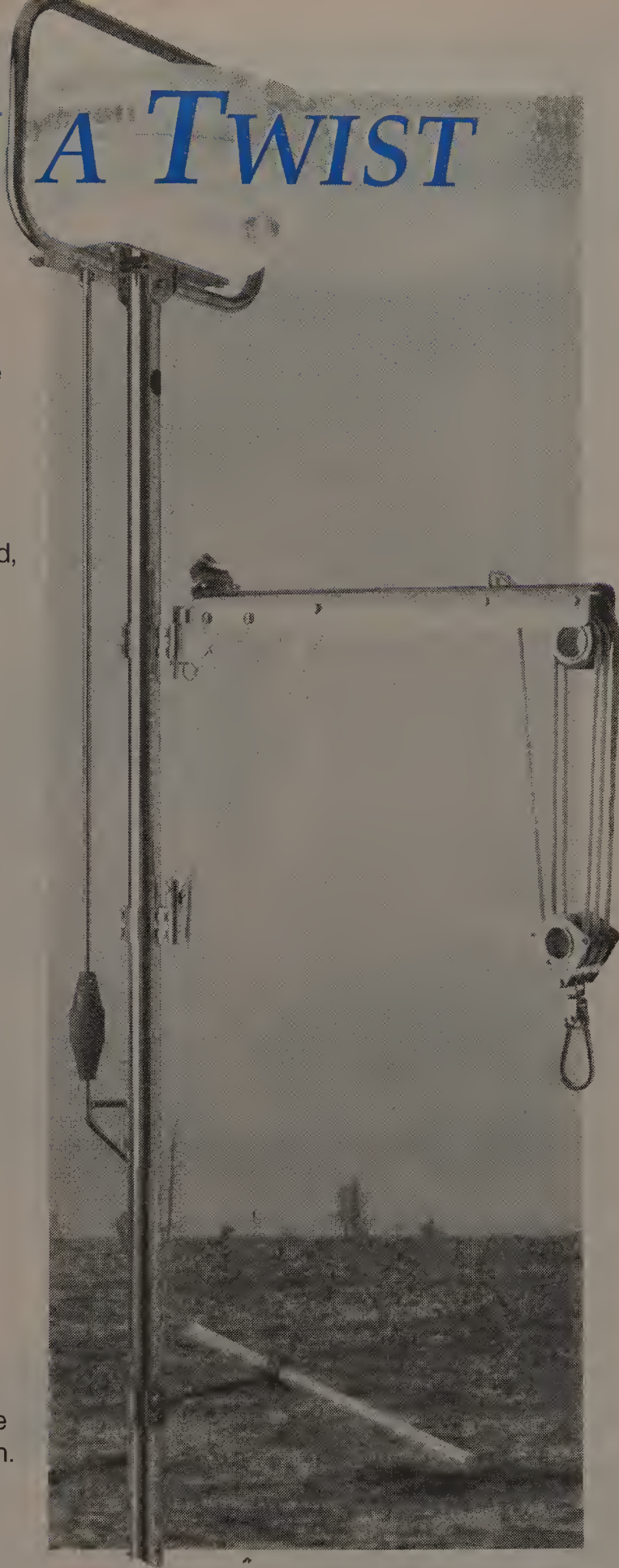
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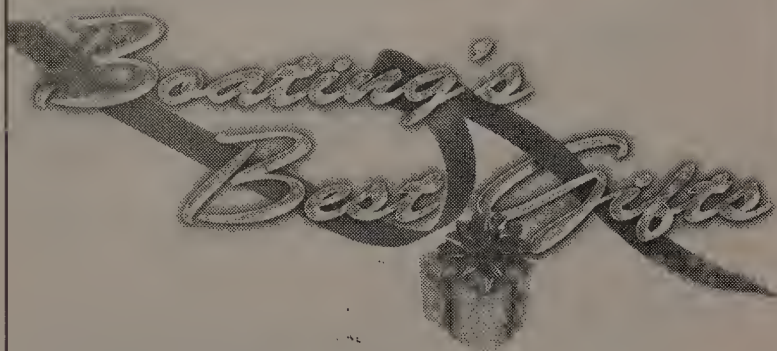
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LETTERS

on Freeburger's situation we'll publish an update.

↑↓THE NEW FUEL JUGS WORK JUST FINE

When I read *Latitude*, I hear that a lot of people are having trouble with the California Air Resources Board (CARB) compliant fuel jugs. I have three of them. I use them with my car, my boat, and my dinghy. After about three uses, I had the technique for using them down. I never had a problem fueling anything, and never spilled any fuel.

I did find them slower than the old cans, but now that I'm used to them, they work just fine. They're even better than the old style because they're simple. I don't get gas all over my hands like the old style, and the vent cap doesn't get lost — which was the main reason that I bought a new jug.

Dave Kovacs

Salvia

Half Moon Bay

Dave — The new 'environmentally-friendly' jugs have stumped West Marine Technical Advisor Chuck Hawley, everybody who has tried to use them on Profligate, and, as you'll see from the following letters, a whole lot of other sailors. We've all spilled fuel all over the place, creating messes, and have sometimes even created quite dangerous situations.

In all seriousness, perhaps you could help the rest of us out by describing your technique or secrets, because the way it is right now, even very environmentally conscious sailors are looking to buy all the old style ones they can — even if they have to go to Mexico to do so. And they're doing it in the name of safety and preserving the environment.

↑↓FAULTY 'ENVIRONMENTAL' SPOUTS

I have two different types of CARB-approved fuel cans with these 'environmental' spouts. Both of them are faulty. Every time you pour the gas, it shoots back out of the tank and all over the ground.

Bill Moller

Northern California

↑↓JUGS NOT ACCEPTABLE FOR OFFSHORE USE

I delivered the Beneteau 42s7 *Eau de Vie* to Honolulu from Sausalito in October. We had 10 of the new CARB-mandated jerry jugs lashed on deck to the starboard rail. We had heavy air — over 30 knots — for the first three days. The wind was from the northwest, which allowed us to deep reach over the big waves.

To the point, the new jerry jugs proved to be unacceptable for offshore use. The supposed locks do not hold and allowed fuel to spill out of the jugs. One fell over on its side, pouring diesel all over the deck. We had monitored them carefully and made sure that they were well-secured. We were also concerned about the nozzles sticking out so far that breaking waves might break one off. This did not happen, as we only had one big wave come aboard during the entire trip. Another problem was that, because the locks didn't hold, fuel blew off the tops of the jugs — some of which landed in the helmsperson's face and eyes.

The jugs are also more difficult to stow once empty due to the long and fragile nozzles. They would be much more useful if the nozzles could be inserted into the jugs when emptied. We brought along one of the old-type nozzles and discovered the thread patterns do not match, negating that idea.

Bob Musor, Delivery Skipper

Beneteau 42s7, *Eau de Vie*

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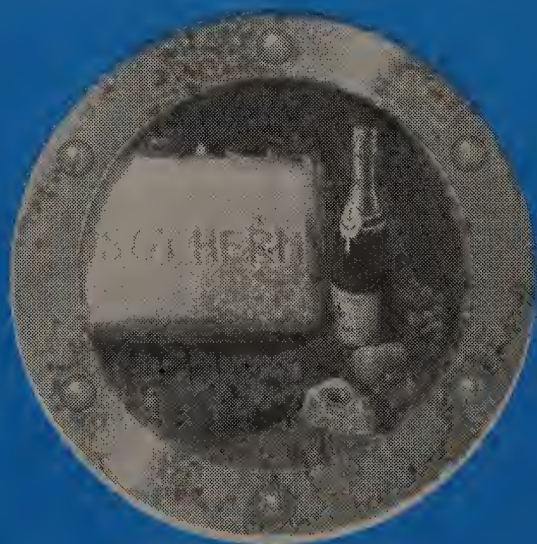
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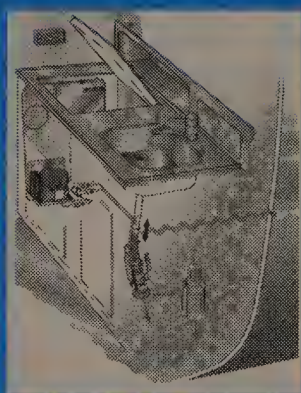
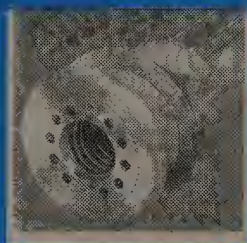
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LETTERS

↑↓ CARB-APPROVED JERRY JUGS SHOULD BE RECALLED

I purchased a couple of the CARB-approved jerry jugs about three years ago, and have spilled fuel almost every time I've used them. I use them to replenish the outboard motor tank while on the dock.

The jugs I bought had instruction placards on the neck. One item said to open the vent. There is no vent. All the venting takes place at the spout, which causes alternate gulps for air while the fuel is pouring out. The spout assembly, being close-fitting plastic, tends to seize while turning it to open from lock position. In addition, the high profile makes tipping over more likely if they're not secured in a rolling sea.

In short, these jerry jugs should be recalled as being unsafe for use with gasoline.

Harold McCullough
San Rafael

↑↓ IN A STORM, THEY ALWAYS FIND A PLACE FOR A BOAT

I have to chuckle at the letter from David Brooks criticizing the actions of the staff at Monterey Harbor. I've visited the harbor a number of times while passing through the area, and have always received fantastic cooperation from all the staff.

During our latest stop on October 10, we found the yacht club dock was two-deep with boats hiding out from a coming storm. Nonetheless, one of the harbor staff waved us in to the temporary dock next to the boat ramp, where he helped us tie up. Within just a few minutes we had a slip for our 42-ft Beneteau — and the keys for the showers and restrooms. While there, we found a number of other sailors also hiding out from the coming storm. The harbor staff told us if there was ever weather that might endanger a boat, they would find room for it.

We're on about as tight a budget as anyone who is out cruising, and we watch our dollars very closely — which means trying to avoid paying for a slip as much as possible. But we've always figured that the money spent for a slip when the weather was bad, or after we've spent an 'all-nighter' in rough seas, was very good insurance for not losing our home somewhere out there where dragons live and ships fall off the edge.

P.S. Stillwater Cove is just around the corner from Monterey, and is a great place to hang out when the weather is bad from the northwest. Had I been in Brooks' situation I'd have tried to go there as opposed to trying to make it to Moss Landing where, in any event, the entrance can be kinda dicey in bad weather.

R & R
R3, Beneteau 42
Coos Bay, Oregon

Readers — We think it's worth repeating that Monterey Harbor has the same policy as Santa Barbara and many other harbors along the California coast. Specifically, in storm conditions harbor officials find some kind of shelter for every boat that requests it. But everyone will have to pay the normal overnight slip fee.

Since we're talking about Monterey Harbor, we would be remiss if we didn't note that the California Association of Harbormasters and Port Captains bestowed its prestigious Harbor Master of the Year Award on Steve Scheiblaue, harbormaster at Monterey Harbor. "The award is given annually to a harbormaster who epitomizes all that the job requires and by his or her exemplary efforts advances CAHMPC's efforts to support recreational and commercial boating, safe boating practices, and sound public policy. Steve Scheiblaue has worked

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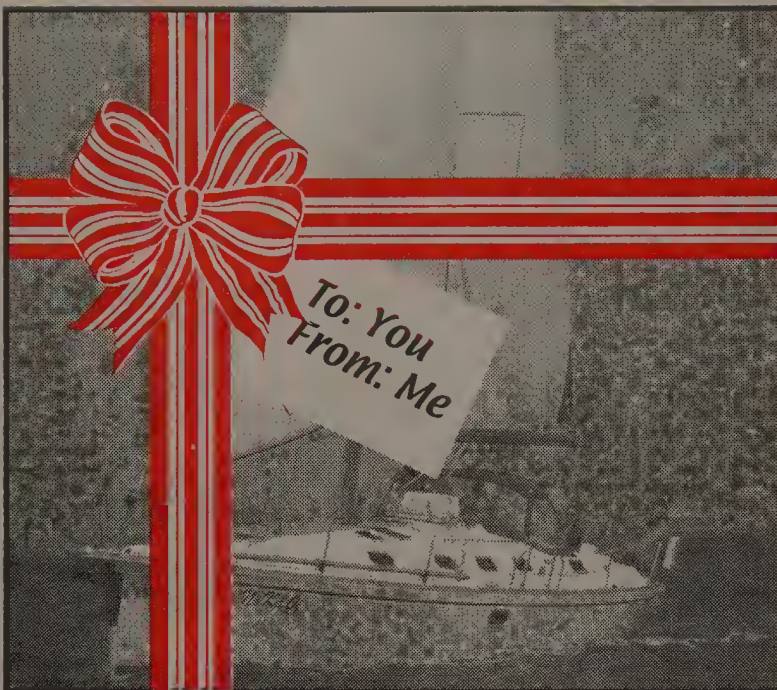
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LETTERS

for many years with the Monterey Bay National Marine Sanctuary to increase representation and communication between the Federal Sanctuary Program, local communities, and stake-



COURTESY CITY OF MONTEREY

Mariners are always welcome at Monterey Harbor.

holders for resource management issues. Mr. Scheiblauber was also recognized for his work with fishermen to enhance the natural partnership that can exist between marine scientists and fishermen for improved knowledge of ocean resources. He has sought to bring together science, local leaders, and fishermen on matters that tie the social, cultural and economic value of sustainable fisheries."

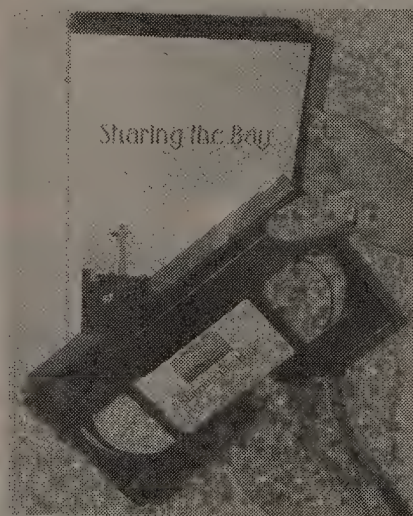
THE CODE OF FEDERAL REGS MAKES NO SENSE

I read October's *My Bonehead Maneuver* letter by "Name Withheld So I Won't Go To Jail," as well as your response. I have always avoided the Pinole Shoal Channel because it's marked on the charts as being restricted to vessels that draw more than 20 feet.

But in response to the letter, I searched the Code of Federal Regulations, and can assure you that they make no sense. I also encourage you to do an article on these issues. Perhaps one of the Coast Guard officers can be asked to clarify them. I haven't seen much involvement from them recently.

Doug Drake
 Aeolian YC

Doug — It wouldn't surprise us at all if the Code of Federal Regulations doesn't make any sense to anybody but a boilerplate-loving policy wonk. But we're baffled why you'd even bother referring to the CFRs. After all, doesn't the Pinole Shoal Channel restriction make sense?



LATITUDE

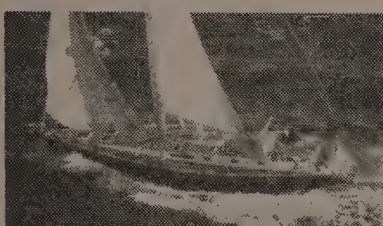
Get a 'Sharing the Bay' video from the Coast Guard's Marine Safety office.

As for "these issues," we're not really sure what you're talking about. But if they have anything to do with the interaction of small boats and large ships, the location of shipping channels in the Bay, or safe boating practices on San Francisco Bay, we urge you to contact the Coast Guard's Marine Safety Office on Coast Guard Island in Alameda to get a copy of the 16-minute video titled *Sharing The Bay*. It was produced by the San Francisco Bay Harbor Safety Committee, and could be shown at your yacht club for free. The video answers all the

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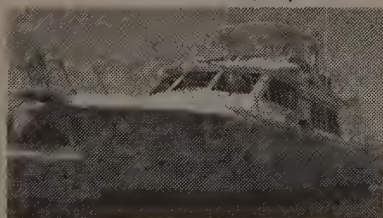
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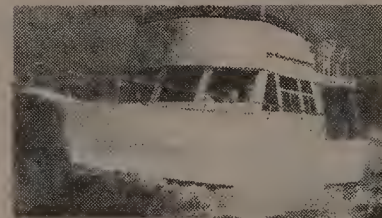
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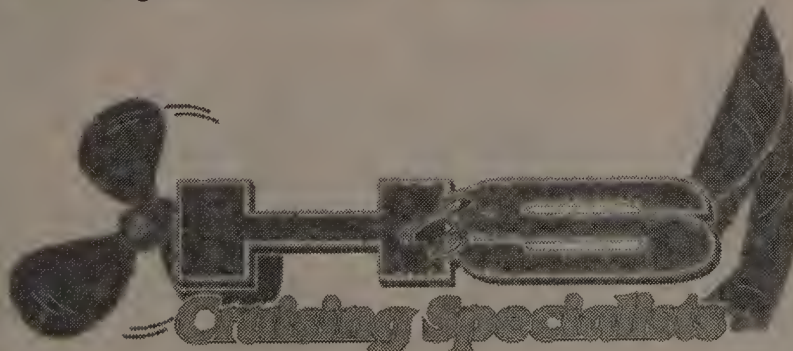
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LETTERS

basic questions, and has good graphics that — among other things — show why it's so important for small boats to stay out of the Pinole Shoal Channel. Highly recommended.

↑↓DUTCHMAN EMBARRASSED BY BAKKER'S LETTERS

I've read with embarrassment the two letters by Dutchman Hank Bakker in the last two issues of *Latitude* about his encounter with a ship near the Golden Gate Bridge. As a Dutchman, I would like to apologize to all readers of *Latitude*, and assure them that most Dutchmen who venture out on the water know and apply the rules of the road. As a matter of fact, given the extensive maritime history of the Dutch, we have been a part of establishing those rules.

As for myself, I have sailed on sailboats for 59 years, the last 27 of them on San Francisco Bay and along the California coast aboard my boat *Flying Dutchman*. Last year I converted to power, and my new boat is named *Double Dutch*. Concurrently, I sailed for many years as a deck officer and master on commercial ocean-going vessels. I came up 'through the horse pipe', a term Bakker is probably not familiar with. As I still work in the maritime industry, I am able to speak as both a yachtsman and a master mariner.

In his November letter, Bakker made the following statement: "I was approached by a former helmsman of merchant marine ships who told me that his instructions were to always go straight and not to attempt to avoid small boats because insurance companies feared that a demonstration of the ship's maneuverability might increase their liability in the case of accidents."

What nonsense! Are we to believe that Bakker's car insurance company would similarly like him not to turn to avoid pedestrians and bicyclists because, by demonstrating his car's maneuverability, it might increase their liability in the case of accidents?

Furthermore, a helmsman is indeed instructed to "keep a straight course" — because that's his job. He/she is only to deviate from that course if specifically instructed to by the duty officer, master, or pilot. A helmsman doesn't make decisions about the course of a ship.

I don't intend to make any further comments about Bakker's letters, as I think they've been very well responded to by Capt. Russ Hoburg, Capt. Paul Lobo, and other professionals, as well as the editors of *Latitude*. My compliments to all. But for the next issue of *Latitude*, I'm going to write a letter advising amateur mariners on how to apply the rules of the road. By so doing, I hope to reduce the number of accidents and near accidents.

Capt. Bernard W. Wormgoor

Double Dutch

Northern California

↑↓WE WOULD HAVE BEEN DEAD NONETHELESS

For this armchair critic, it would seem that if a sailboat and a ship were close enough to exchange rude hand-gestures, they were entirely too close. Surely common sense on the part of any skipper of a small boat would have called for keeping well clear of anything large, fast and dangerous.

But even with the best of intentions there are no guarantees in life — or in small boats — as the following illustrates. Some 40 years ago, I was chugging across the Bay from Sausalito to China Basin in a converted Navy launch, making the usual seven knots. It was a pitch black night with some phosphorescence in the water, but no lights were to be seen anywhere. Then suddenly I saw the loom of the swimhead of a large barge that was close aboard and about to engulf me. I

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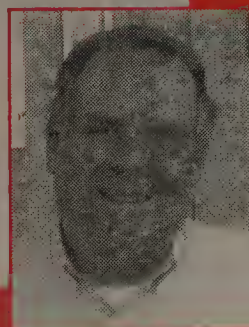
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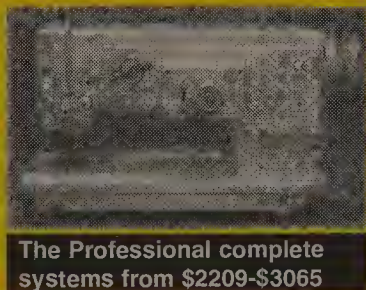
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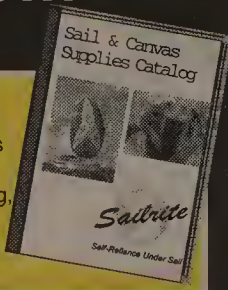
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LETTERS

cleared it with little room to spare, and as it passed I caught sight of the lights of a tug towing from alongside — but which had been hidden from my oblique angle of approach by a cargo of boxcars on the barge. My own lights would similarly have been obscured to the skipper of the tug. If my wife and I had been swept under and drowned, nobody would have been at fault, but we would have been very dead nonetheless.

Michael Barton
Aries 32, Dolly Grey
Sunnyvale

↑↓RULE #9 IN SAN DIEGO

I have followed the thread started by the letter from Hank Bakker, in which he said he had as much right to the Bay as anyone, and therefore wasn't going to get out of the way of ships. Had he thus flagrantly violated the rules of the road down here on San Diego Bay, he would have gotten a real education in Rule #9.

All the guff aside, even if you don't know the rules of the road, what's wrong with a little common sense that would say, "If it's bigger than you, then get the hell out of the way?" There actually may be cases where a sailboat has the right-of-way over a big ship, but I certainly wouldn't be one to press the issue. I will give way to anything that can kick up a bow wave that's bigger than my boat. Enuf said.

Dale Denton
San Diego

Dale — We can only imagine what would happen if a sailboat on San Diego Bay refused to give way to an aircraft carrier or other military vessel.

↑↓A SAILOR NAVIGATES AIRLINE SECURITY

The letters in the November issue were somber and heavy, so perhaps your readers would like a little giggle at Uncle Lyn's expense.

I'd been sailing in Mexico with my dear friend Pieter Kokelaar aboard *Lady K*, but it came time to fly back to San Jose. He drove me to LAX. My bag failed the first security hurdle. I stood in another line while a gloved guard picked through my bag's contents like he was investigating shit in a diaper. He pulled out a sea-boot and glared at me. Other people looked at me — but hell, what could I say, it's a sea boot? Then came dirty laundry, and two odd socks rolled up together. Yeah, sometimes that happens. Besides, I had another pair just like them. Then the security guy found the show-stopper, my safety-harness! He glared at me as though I was trafficking in forbidden underwear.

"It's a safety harness," I pleaded. "I'm a sailor."

Not suspecting my terrible secret, he relented and stuffed my junk back into my bag, sealed the zipper, and pointed to the final security line.

This line moved faster, but by now my nerves were jangled. I put my guitar on the hand-baggage belt, and it vanished into the machine's mouth. I emptied my change, watch, glasses, and pen into a tray — and then I remembered my metal belt-buckle. Damn! My pants slipped when I took my belt off, so I spread my legs, and in my nervousness I dropped my boarding pass on the moving belt. The machine ate it! The guy manning 'Cleopatra's Gate' beckoned impatiently. So, holding up my pants and, petrified that they would discover my secret, I went through.

A security guy with a face like thunder watched my junk coming off the moving belt. With one hand I held my guitar and my pants, while my other hand fumbled with the stuff in

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Farr 40 One Design	1997	SOLD

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J/32	1997	\$135,000
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LETTERS

the tray — but the coins escaped all over. The security guy snatched my boarding pass from the moving belt, slammed it on a table, and glared at me like a hanging-judge.

"Are you Lyn?"

I gasped at my carelessness.

"Never, never let go of your boarding pass!" he said. He then grabbed my fanny-pack. "Is this yours?" he asked as though he were talking to a creodont, which is a primitive, small-brained animal.

My hands tried to hold my guitar, load my pockets, and open my fanny-pack to show him my passport — but then my pants just got away from me! Well, sailing dissolves my comfortable padding, so they wouldn't stay up without the belt. I was totally frazzled with my pants at my ankles, and just made silly spluttering sounds.

He relented. "You're coming apart. Relax! Your gate is 4A. It's right there," he said, pointing. "Okaaaay? Have a nice flight."

But I was still terrified he'd suspect my awful secret — I was wearing odd socks! Clutching my junk, I hobbled to the restroom to recuperate and fix my blasted socks.

Lyn Reynolds
San Jose

Lyn — Nice story, but we think you're aging yourself a little. These days it wouldn't raise many eyebrows if you wore mismatched shoes — or even if your clothes were inside out. In fact, you'd just be considered 'edgy'.

↑↓IT'S THE 'CAT'S MEOW' — BACK IN THE WATER AGAIN!

I just wanted to let everyone know that *The Cat's Meow* went back in the water today here in La Paz. Martin and Robin popped a bottle of champagne over the bow of their 47-ft trawler — and then six more for their assembled friends. What a celebration!!

It's been almost exactly five months since *TCM* was towed here to La Paz. The interior work is not complete, but she's clean inside and ready for paint and the installation of all her electrical and other items. The couple are taking a slip at the Abaroa Marina, the same place where they were on the hard, to continue working on the boat. They hope to have the master stateroom and head completed so they can move back aboard in three to four weeks. So grab a glass of whatever

DAVE & CAROLYN SHEARLOCK



Martin and Robin drink to the relaunching of 'The Cat's Meow'.

your preferred liquid is, and drink a toast to the *Cat*, Robin, Martin, Squeak, Toes — and the literally hundreds of cruisers and friends who made this day possible!!

Dave and Carolyn Shearlock
Que Tal

La Paz, Baja California Sur, Mexico

Readers — What's the big deal about a relaunched trawler to cruising sailors? Two Septembers ago, Martin, Robin and



Hans Christian

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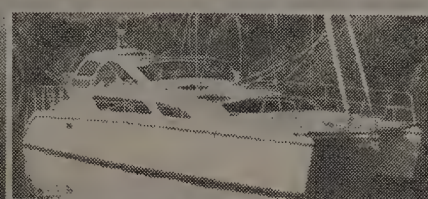
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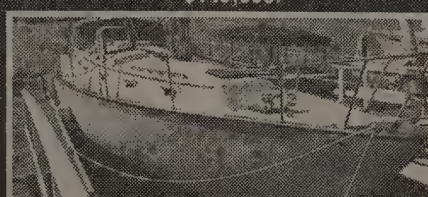
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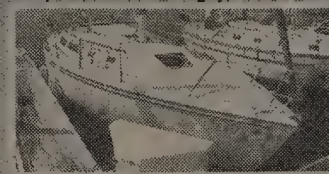
41' MORGAN OUT ISLAND SLOOP, '74, '99 Yan-
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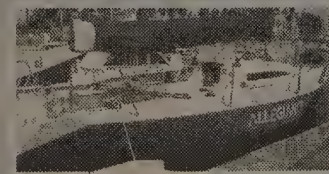
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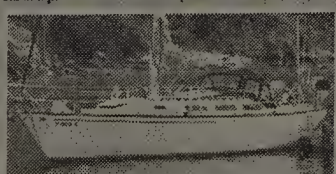
43' IRWIN AFT COCKPIT SLOOP, '73
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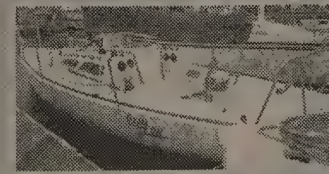
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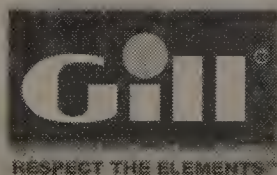


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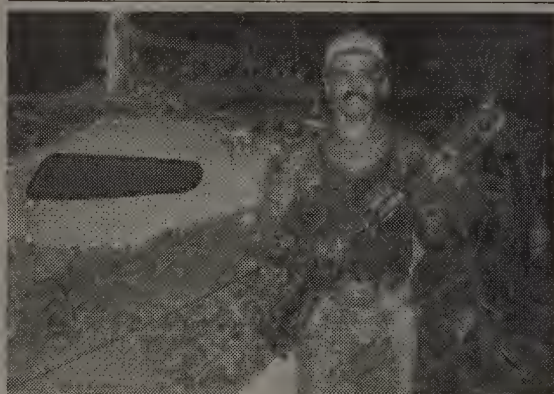
their trawler saved as many as a dozen cruising sailboats which had been driven far aground by hurricane Marty in the Puerto Escondido area. So many sailors have emotional ties with her. TCM sank in May of this year after a nighttime navigational error, and was only saved thanks to the efforts of countless people on boats and on shore. For a more complete story, see this month's Changes.

IT'S NOT SO BAD ON GUATEMALA'S RIO DULCE

We are now back on our 32-ft catamaran *Eclipse* in the Rio Dulce, Guatemala, and are preparing to sail south in a couple of weeks. We plan to be in the San Blas for Christmas, then go through the Panama Canal and head north. We hope to be in the San Francisco Bay Area in June — and we look forward to seeing *Profligate* again. But it all depends on whether I can get a U.S. visa or not. If I can't, then we'll head off to the South Pacific. Americans probably don't know this, but it's now really hard for non-U.S. nationals to visit the U.S. by boat. I've sailed to the U.S.S.R., Brazil, Cuba, and other places, but getting into the United States is proving to be the most difficult of all. No wonder other countries are retaliating by making it equally hard for Americans to visit them.

Anyway, to the point of this letter. We read the October *Changes* from *Balou* about security on the Rio Dulce with great interest. It does seem that the problems earlier this year were an isolated case, as there hasn't been a repeat. However, we would agree that cruisers should go in convoy if visiting the upper reaches of Lake Izabel. But sailing into the jungle and hunting for howler monkeys makes it worth the risk.

Although it is uncomfortably hot and humid here on the Rio Dulce, everyone here is very glad to be in probably the only genuine hurricane hole in the Caribbean. Thank goodness I didn't go for Plan B, which called for us to summer over in Prickley Bay, Grenada! As *Latitude* readers know, that island was devastated by hurricane *Ivan* in late September.



RICHARD WOODS

Thanks to Amazing Max, security at Mario's Marina has been exemplary.

In any event, we have felt very safe here in Mario's Marina, and not just because it's the marina furthest from town. We never lock the boat when we leave for the day, and we always sleep with the door and hatches open. But maybe it has something to do with Amazing Max, our security guard! I don't think I'd want to mess with him — even if he didn't have his gun.

Richard Woods
Eclipse, 32-ft cat

Plymouth, United Kingdom / Currently In Guatemala

IS IT SAFE IN THE SUEZ CANAL?

I remember that a few years ago there was a website — perhaps maintained by the United States State Department — containing a database of piracy boardings of yachts. I'm thinking of signing on as crew aboard a sailboat — as a result

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LETTERS

of the *Latitude 38 Crew List* — and going through the Middle East. The owner/skipper said the region is safe because of the number of U.S. warships in the area, and that one could get an escort — I guess by ship or helicopter — through the Suez Canal. I don't believe the U.S. Armed Forces would ever expend that kind of effort to escort private sailboats. In addition, I don't think they would want any boat near them, U.S. flagged or not.

I've tried looking on my list of saved URLs and the sailing portals, but to no avail. Do you remember any such database?

I guess what I'm asking is whether people who cruise through the Suez Canal, and the Middle East in general, just take their chances? And that perhaps the only proactive thing one can do is travel in groups.

(Mr.) Leslie Waters
San Jose

Leslie — It's our firm belief that there is no accurate database of pirate boardings of yachts; not for the Middle East, and not for the rest of the world, either. The problem is that there is no central agency that collects the data. Even if there were, we doubt that most cruisers would bother to make reports, in part because of language barriers, and in part because they wouldn't think it would do any good. As such, word of such attacks is spread via the various Ham and SSB nets, and is then passed further along by various sailing magazines and 'coconut telegraphs'. We think it's actually a pretty decent reporting system, it's just that there's no accurate database being maintained.

If we had to pick the three most likely areas in the world for a yacht to be violently attacked, they would be: 1) The Gulf of Aden near the bottom of the Red Sea, as well as the approaches to the Gulf of Aden; 2) Venezuela; and 3) Colombia. The approaches to the Gulf of Aden have been the scene of the most shooting, although to our knowledge only one sailor has been killed in the last several years. It's not uncommon for boats to convoy from Aden to Djibouti, although it's proven difficult to keep convoys together. There have been fewer incidents in Venezuela, but more cruisers have been killed. We're not certain of the number — we don't know if anybody is — but we think it's perhaps two to four over the last several years, several of them French. Fearing more killings, the government of Venezuela has put the most dangerous areas of the country off-limits to cruisers. We don't know of anyone who has been killed off the coast of Colombia, but there have been several serious attacks. For example, some Ha-Ha vets — as reported in *Latitude* — had pirates come on their boat off Baranquilla and shoot at them. And John Haste of *Little Wing* had pirates put a gun to his head and blindfold him as he was motoring his cat in the bay of Cartagena, generally considered to be about the only safe place in Colombia.

The big fears in the Red Sea and Middle East started, of course, right after 9/11. In fact, the U.S. State Department urged that year's class of cruisers not to go up the Red Sea. Well over 100 cruising boats ignored that advice, and there weren't any incidents. Since then, there have been several shooting incidents, but all of them have been in the Gulf of Aden, and all of them seemingly by opportunistic thieves rather than religious fanatics. In at least one case, a military plane — we think it was Australian — briefly flew cover for a convoy of yachts. As a general rule, we don't believe the military would escort or come to the aid of private sailing vessels. But you never know. Having said all this, we think the percentage of cruising boats that have been attacked by pirates is very low,

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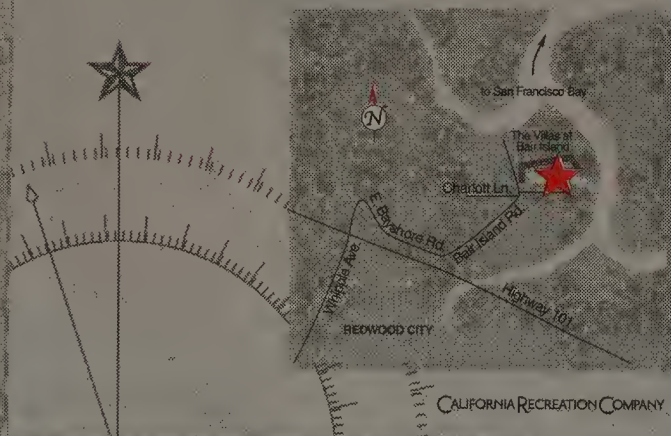
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LETTERS

far under 1%, even in the worst areas.

Based on all the reports we've gotten — and we get quite a few — there has never been a serious attack on a cruising yacht in the Red Sea itself, or the Suez Canal. Indeed, once into the Red Sea and moving north, most cruisers feel quite safe. We're not guaranteeing this information, but we believe it to be correct.

However, the reality is that no matter where you sail in the world, be it the Suez Canal, Mexico, South America, New Zealand, or anywhere else, you are indeed "just taking your chances," for it's highly unlikely there is going to be anybody to protect you or come to your aid. The good news is that most people in the world don't mount random attacks on strangers — at least not on the water. In fact, we think people who sail around the world are much more at risk of being crime victims while ashore in big cities than while on their boats.

↑↓MOCKED THE SHERIFF, BUT DIDN'T KILL THE DEPUTY

Last Sunday, October 10, we had planned to have a normal sail from Sausalito over to the City, down the Cityfront, north behind Angel Island, west through Raccoon Strait, and back to our berth. When we departed, we weren't aware that it was the second day of the air show for Fleet Week on San Francisco Bay. Had we known, at least some of our crew would have cancelled because of the excessive noise and because it seemed inappropriate to them to be burning off so much fossil fuel and taxpayer money in these times of war and deficits — even if most of the aircraft were Canadian. Others on our boat — myself included — thought the show was spectacular.

But I digress. So we sailed our Catalina 30 over to Crissy Field just as the first jet roared low over the Bay. There were loads of Coast Guard and other law enforcement boats around, but it seemed that it was all right for us to sail down the Cityfront — as long as we kept to the south of what appeared to be yellow racing marks that were obviously intended to restrict boats from the 'no-sail' zone. And there were many other sail and motor vessels going east and west in the relatively narrow corridor. So we sailed downwind, quite close to the rocky shore, jibing from starboard to port when necessary.

After a time, a small Coast Guard boat approached us, and a pleasant woman asked us to please keep to the south of the yellow marks. We said, "Sure, no problem." Besides, we were already sailing on just such a course. We continued down the Bay as the jets performed their impressive maneuvers, and had to jibe once again to avoid hitting the seawall at Pier 39.

We continued east on port jibe, on a course quite south of the final restricting buoy, where there was a Coast Guard Cutter on station nearby. Suddenly, from the south a speeding jet-ski with 'Sheriff' painted on the side in foot-tall letters raced across our bow, spun across, and came alongside as we sailed east. The hysterical red-faced cowboy at the helm, dripping with saltwater spray, started shouting at us to sail further south. Nonplussed, at first we were polite and indicated that the Coast Guard had already told us to keep to the south of the yellow buoys. He yelled that these were not racing marks, and that we had to get further to the south — now!

I continued on port jibe, now by the lee, as he ranted, raved, and used the overgrown jet-ski to herd us south. Finally, he edged ahead and literally blocked our progress, and I was forced to execute an uncontrolled jibe — not exactly unforeseen, so there was no real harm done — in order not to

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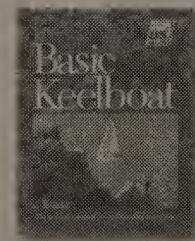


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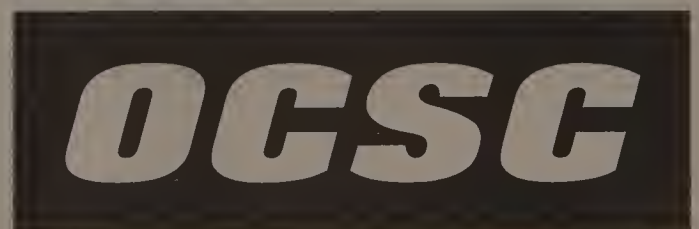
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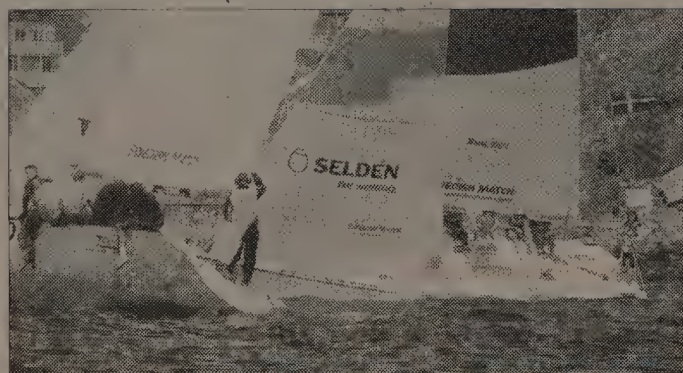
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T-bone him. The consensus on our boat was that perhaps I should have held my course. My normally unflappable wife was moved to shout obscenities at the jerk, as was I. He came back and said, "God bless you," then sped off to his next encounter.

I submit that this is over-the-top law enforcement on the Bay. I have been sailing and racing boats of all sizes on the Bay for over 30 years, am quite familiar with the rules of the road, have dealt with dense traffic on multiple 4th of July evenings and other Fleet Weeks. I have also spectated at numerous Big Boat Series, America's Cup-type regattas, the Farr 40 Worlds, kept well clear of commercial traffic day and night, and I have never been so insulted and offended by someone claiming to have some sort of jurisdiction on the water. Except for the fact that I would now be in the hands of lawyers and insurance agents, I rather regret having jibed away. But in the end, we followed the overriding rule of avoiding contact if at all possible.

Did anybody else have a negative interface with law enforcement that weekend?

Charles Gay
Catalina 30
Sausalito

Charles — Maybe it's just us, but when in Northern California, the only trouble we've had on the water with law enforcement — and it wasn't a big thing — was with the Marin County Sheriff. Our theory is that law enforcement folks who are primarily land-based have a much more aggressive approach on the water than does, for example, the Coast Guard. But that's just a theory.

And we do have some sympathy for these folks, because when on land they've got to spend all too much time with the dregs of humanity — people who beat and abuse children and women; people who steal, rape, and kill; people who destroy themselves — and family and friends — with drugs and alcohol. We don't know how a person can't turn a little hard after seeing all that, so we try to cut them a little slack.

But here's the thing that you didn't make clear — are you upset with the sheriff because you couldn't go where you wanted to go on that particular day, because the guy had authority over you, or because of the manner in which he ordered you to change course? If it's either of the first two, you shouldn't really get mad, as the sheriff was just the messenger for a higher authority, and it was merely his job to keep you out of that space. If you didn't like his manner, well, it sounds like maybe he could have handled it a lot better. Perhaps you should take it up with his superiors. On the other hand, when he told you that you had to change course, why didn't you respond the same way you did to the female Coastie by saying, "No problem, we'll jibe right away." Because the one thing you've got to remember, is no matter if they are on land or on the water, people in law enforcement will absolutely not stand for people directly disobeying their orders. So maybe you're lucky he ended the incident by saying, "God bless you" rather than "You're under arrest." We hate the latter.

On a happier note, the Sausalito-Cityfront-lee of Angel Island-Raccoon Strait circuit is terrific, isn't it? We do it often, and to our way of thinking it's the best urban sailing in the world.

↑↓ I CAN'T ADEQUATELY EXPRESS MY THANKS

I'd like everyone who did the recently completed Baja Ha-Ha from San Diego to Cabo San Lucas — especially the crew

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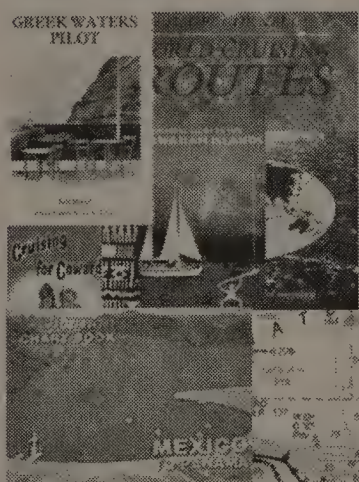
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LETTERS

of *Wild Rose*, the boat I was on — to know that I'm all right after my medical problems at sea. As some readers might already know, after more than 30 hours of being dehydrated, vomiting blood, and being in severe pain, I had to be transferred from *Wild Rose*, on the open ocean near Punta Eugenia, to *Megabyte*, another Ha-Ha boat, to be rushed to the clinic in Turtle Bay. The next day I was flown to Tijuana and taken to a hospital in San Diego.

I can't adequately express my thanks to the skipper Dave Lenartz of *Megabyte*, who volunteered to rush north to save me, and who refused to be compensated for his time and fuel; to Dr. Roy Verdery of the Sausalito-based Pearson 362 *Jellybean*, who joined the rescue boat before he even had a chance to get his anchor set in Turtle Bay; and to the others aboard the rescue boat, such as Robert Sutherland and Suzi Todd, crewmembers from *Profligate*. Suzi was particularly helpful getting me through the worst of the severe pain. I also hope that the Grand Poobah — who coordinated the rescue — and the rest of the *Profligate* crew, know that they are the best!

In addition, I'd like to thank Dr. Jesus Moreno and his nurse Elna at the small clinic in Turtle Bay. They were so kind — and adept at stopping my internal bleeding.

And I want to particularly thank Banjo Andy Turpin, the Assistant Poobah, for organizing my medical evacuation to Tijuana, then across the border to San Diego, after my condition took a turn for the worse the next day. Not only did Andy handle all the very complicated arrangements, in part thanks to past Ha-Ha relationships with locals in Turtle Bay, but he also treated me as though I were a member of his family. I am deeply appreciative.

My doctors have told me that from now on I am a river sailor, as my ocean passages are a thing of the past.

Phil Hendrix
ex-*Wild Rose*
Stockton

Phil — On behalf of everyone, thanks for the kind words. And we're glad you survived, because it wasn't always a sure thing. In fact, had the weather been a little worse and the open water rescue not possible, the outcome might have been darker.

This incident — which is covered in more detail in Sightings — should be a somber lesson to Ha-Ha aspirants over 55 and anyone with significant health problems that there may be no health care available during the Ha-Ha, and the only sophisticated health care may be days — and many thousands of dollars — away. As the Ha-Ha folks say over and over again in the liability releases, it's a high-risk activity, not a dalliance on a cruise ship with relatively sophisticated medical care.

↑↑HARRY FELT HE WAS PART OF THE HA-HA, TOO

First of all, thanks so much for all the Baja Ha-Ha fun from all of us on the Tayana 37 *Last Resort*! We had a great time, and appreciate how much work the Grand Poobah, Banjo Andy, Doña de Mallorca and the other volunteers put in each year. We appreciate all your efforts, and are glad that you seem to enjoy it. I'm sure that about now you're tired of all the questions and just want some well-deserved time to yourselves.

We had some wonderful times during the past 10 days — actually, the 60 days since we left the cold and gray of Seattle. But we wanted to share with you the fact that we had a friend leave Seattle along with us, but who, because he was singlehanded, couldn't be an official part of the Ha-Ha. Our



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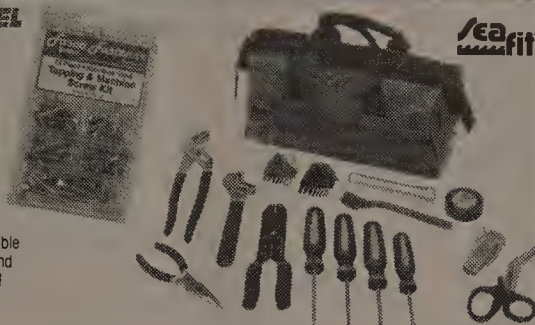
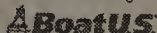
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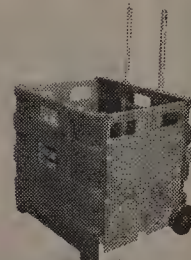
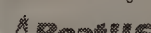
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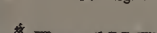
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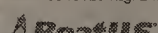


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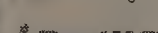
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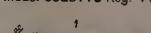


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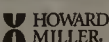
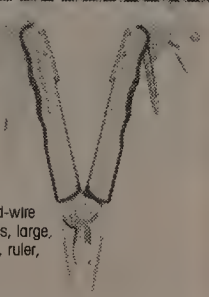
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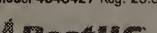


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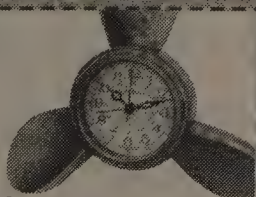
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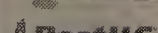
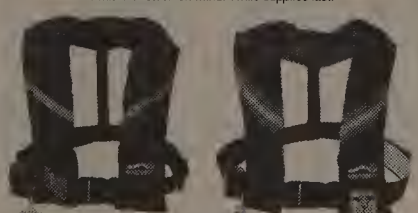


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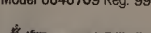


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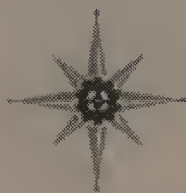
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LETTERS

friend is Harry Brenker of the Cascade 36 *Rhiannon*, who was our dockmate at Shilshole in Seattle. Many doubted that Harry would go through with his cruising dream since he hadn't sailed that much in Seattle. But he retired from Boeing on September 1 — and took off on September 2!

We caught up with Harry in Neah Bay toward the end of September, and then again in Morro Bay, California. He didn't really intend to do the Ha-Ha, but it just worked out that way. We nicknamed him 'Harry O' — the 'O' for Onassis — and called him a ship "magnet" because if you were sailing anywhere near him, tankers, freighters and cruise ships were sure to be in the area at night. We don't know why, but when sailing near Harry, the radar screen would be full of targets at night.

We chatted with Harry during the night watches so he wouldn't be alone, and enjoyed his company. Although he wasn't an official entry in the Ha-Ha, he did help relay positions from VHF-only boats to the Poobah via his SSB, he participated in some of the Ha-Ha parties, and helped out whenever he could. He sailed into Cabo right behind us, and even danced the Irish jig at Squid Roe with all the Ha-Ha folks. Harry is heading south to Mazatlan and Puerto Vallarta like the rest of us, but I know that he enjoyed the camaraderie of the Ha-Ha and really felt he was a part of it. To me, *that's* what the Ha-Ha is all about.

As for us, we're heading for Pulmo Reef for some quiet time and snorkeling, while our crew is headed back to Seattle. We spent quite a bit of time here in Cabo 15 years ago, and liked the old Cabo — prior to the cruise ships, jet skis, and mammoth resorts on the beach — but we had a great time here as this is where our cruising dream began, specifically, at the Whale Watch Bar at the Finnistierre Hotel many years ago. We hope to see *Profligate* again this cruising season.

Susan & Steve Tolle
Last Resort, Tayana 37
Seattle

Susan and Steve — Thanks for the very kind words. We can assure you that all of the three primary Ha-Ha volunteers really do enjoy heading up the event — in fact, none of us could even conceive of missing a Ha-Ha. True, it's a lot of work, but there are tremendous rewards in seeing so many people challenging themselves and having such a good time. Plus, the people in the Ha-Ha fleets have always been so great. For example, when John Hill on the Sunnyvale-based *Nassau 34* Amazing Grace lost his engine and autopilot during the third leg and became becalmed four miles off Cabo, one of the fleet members offered to motor out and tow him in. Wait a minute, it was you folks who were nice enough to do that!

As for Harry feeling like he was part of the Ha-Ha, we think that's terrific. The Ha-Ha is all about inclusion. We've discussed officially allowing singlehanders in the Ha-Ha with event honcho Lauren Spindler, but she's steadfast in thinking that it's unduly risky to encourage it when there are so many other boats on the course. And frankly, we think she's right.

Having now gotten some quiet time, we're looking forward to bumping into all the great Ha-Ha folks — and Harry — again in Mexico. The Banderas Bay Regatta out of Paradise Marina from March 12 to 15 wouldn't be the worst place to meet.

↑↓THE HA-HA AND ALUMINUM CANS

First, a huge thanks to the Poobah and other volunteers for your even-handed treatment of so many things during the

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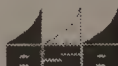


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LETTERS

Ha-Ha — such as medical problems, broken stuff on boats, crew departures, and the like. And the 836 bottle caps picked up at Turtle Bay was amazing. I picked up a bunch at Mangos on the beach in Cabo as a result. In fact, Ben became angry when I picked up one he'd tossed on the beach.

When you write about Phil Hendrix's medical problems, and how he was transferred to another Ha-Ha boat at sea and treated at the Turtle Bay Clinic before being medevac'ed to the States, I hope you mention Dr. Hector Rubio. He was the first physician contacted at the Turtle Bay Clinic, and it was he who was called from his home to let Katiana of Seayanika know what capabilities they had at the Clinic. Dr Rubio and the afternoon staff at the clinic endured my interruptions with grace and a smile. If they had been less receptive, who knows what Phil's outcome might have been.

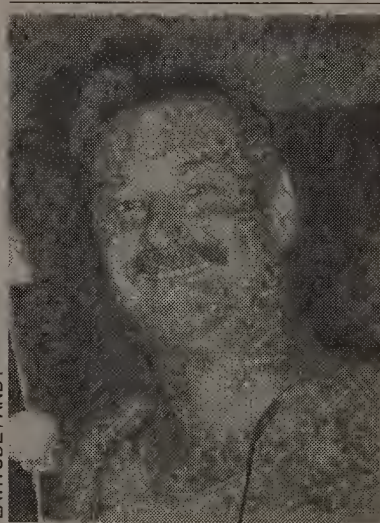
Ben and I are scheming on how to take *Georgia*, the 40-footer we're getting ready to cruise, on the Ha-Ha in 2006. Right now we're supposed to attend weddings in N'Awlins and Kauai on what will probably be conflicting dates. Ben would actually like to take *Mirage* — the little boat we sailed in the Pacific Cup — on the Ha-Ha, but she only has a bucket and no head. And that just wouldn't cut it in lovely bays such as Turtle Bay and Bahia Santa Maria.

I'll close with a question. I watch aluminum cans disintegrate after a week or two in the ice box if they are touched by any saltwater, so when I'm done with a can, I'm inclined to fill them with saltwater and toss them into the sea. I think that's better than bringing them back to shore where they'll end up above the water in a landfill. Or am I just making excuses? I already feel guilty with the huge plastic water jugs I carry — I require a fixed amount for daily medical reasons — and thus try to limit the other stuff by elimination and doing the best recycling that I can.

Queen Lucie Mewes
Northern California

Queen Lucie — Thanks for the compliments, but we Ha-Ha volunteers do have a blast ourselves.


For those who don't understand the beer caps reference, here's what it's all about. For the volunteer leaders of the Ha-Ha, nothing is more important than the fleet leaving every beach cleaner than they found it. So when it started getting dark



LATITUDE / ANDY

Chris — Mr. Clean Wake — O'Brien of 'West Wind' was always smiling.

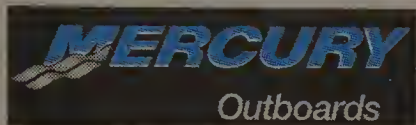
toward the end of the beach party at Turtle Bay, we handed out trash bags, and scores of people fanned out to police the area — not that there was much to collect. In fact, the places with the most garbage were on the ground around the two beer concessions run by the folks from Turtle Bay. Folks in Mexico are still behind the times when it comes to litter, so they'd allowed parts of foam plates and other stuff to fall to the sand around their feet. This big stuff was easy to pick up. Then there were the bottle caps. Every time they sold one of the perhaps 1,500 beers that afternoon, they'd pop the cap off, then drop it in the sand. Well, the Poobah wasn't about to leave the beach with so many bottle caps in the sand, so he

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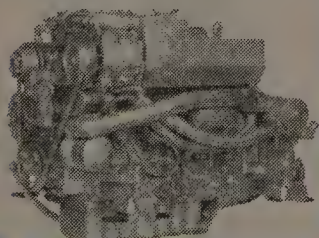
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Trawler



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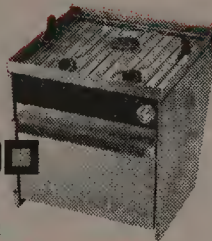


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LETTERS

got down on his hands and knees and started picking them up. The Mexicans stood back and eyed him as though he'd just arrived from Jupiter.

The Poobah has some problems with his back from an anchoring incident in the Sea of Cortez many years ago, so it was fortunate that Chris O'Brien of the Bellingham-based Gozzard 36 West Wind came along. Telling the Poobah to merely hold the garbage bag open, in the fading light O'Brien got on his hands and knees and began scooping up all the bottle caps. When it became clear that some were buried, he began shifting through the sand with his fingers to find them all. The Mexicans thought Chris's behavior was really bizarre. But by the time we left that beach, we'd done as good a job of cleaning up as possible, and we're proud of it. For this great attitude and effort, O'Neill was later awarded the Bluewater Sailing/SSCA's Clean Wake Award.

By the way, one of the Turtle Bay beach party events is a waterballoon-catching contest, which resulted in about 100 balloons bursting on the beach. The Poobah can assure everyone that each one of these broken balloons was picked up and disposed of properly.

As for sinking the aluminum cans as opposed to bringing them to shore and letting them take up space in a landfill, we're not sure what the latest thinking is. Perhaps someone can clue us in. Out of force of habit, we bring the cans to shore, hoping the Mexicans will catch on to can recycling before too long.

HOW WAS IT?

I just returned from the Baja Ha-Ha, and we all had a fabulous time! I sincerely hope to do it again next year. Many thanks to all of you who worked so hard to make this trip possible for so many people.

Leslie Cazamira
Baja Ha-Ha

Leslie — It was our pleasure.

SAIL FORTH WITH MUSIC

I hope this can-o-worms — personal favorite sailing songs — never gets closed. Here are some personal favorites from my collection.

From the top of my list: *Single Handed Sailor* from *Communique* by Dire Straits. Non pareil. There are about a dozen other Dire Straits songs that are on my 'desert island' collection of CDs that never leaves the boat, including *Down to the Waterline* and *Water of Love* from Dire Straits, their first album. And the song that follows *Single Handed Sailor* on *Communique*, *Follow Me Home* — doesn't have much to do with sailing, but it sure works. There's also *Sailing to Philadelphia*, the title cut from Mark Knopfler's album, which is a duet with James Taylor. Oh hell, anything from Dire Straits sounds good on the water.

One shouldn't be caught without *Sailin' Shoes*, the Lowell George classic, in either Little Feat or perhaps Robert Palmer form. (Or maybe both.)

Instrumentals? How about *The Sailor's Grave on the Prairie* from *6 and 12-string Guitar* by Leo Kottke. There's a funny story I once heard him tell about that song, that it's about the "slow, boring death" of a sailor stranded at sea.

Why, just in the category of songs named *Sail Away* you could make a whole disc: *Sail Away* from *Eye of the Zombie* by John Fogerty (also a must-have on the 'desert island' collection); *Sail Away* from *White Ladder* by David Gray; *Sail Away* from *Rust Never Sleeps* by Neil Young; *Sail Away* from *A Day At the Beach* by Sonia Dada (they/she rocks); or *Sail*

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LETTERS

Away by Randy Newman, either his original classic, and/or as covered by Joe Cocker, Linda Ronstadt, or even Etta James. I dunno about *Come Sail Away* by Styx; it's not my favorite, but could be on somebody's list.

You want ships? One 'must have', of course, is *Wooden Ships* from Crosby, Stills & Nash, or as covered by Jefferson Airplane for a little more stony ride. *The Ship Song* from Nick Cave and the Bad Seeds is a dark one from that master of darkness. Another slow one is *Shipbuilding* by Elvis Costello. It's not particularly a sailing song, but hey, it's Elvis Costello. *I Cover the Waterfront* from *Mr. Lucky* by John Lee Hooker is another in the same mood.

Of course, there's *Ship of Fools* from *Morrison Hotel* by The Doors, or *Ship of Fools* from *Now and Zen* by Robert Plant. *Slaveship* is from a new kid, Josh Rouse, from a really great album called *1972* released this year. Oh, and while we're on The Doors, don't forget *Horse Latitudes* ('True sailing is dead!') from *Strange Days*, *Land Ho!* also from *Morrison Hotel*, and *The Crystal Ship* from their eponymous release.

In the broad category of 'water songs', let's start with *The Water Song* by Hot Tuna, another 'must-have'. Then there's *Rock Me On the Water* by Jackson Browne or the great cover by Linda Ronstadt. Don't leave port without them. Natch, *Black Water* by the Doobies. If you're going up the Delta way, *Crossing Muddy Waters* by John Hiatt would do the trick.

If you've never heard the late, great Eva Cassidy, get *Songbird* and listen to *Wade in the Water*. You'll be hooked.

The Samples were a few-hit wonder in the early '90s, and their *Still Water* has little to do with sailing, but it's another one that sounds great when floating about. Finally — especially if you've got a right-coast history — there's the Standells' *Dirty Water*. Or while we're there, how about *Come on Down to My Boat Baby* by those Monkees-wannabes from the same period, Every Mother's Son.

Irish? Try Flogging Molly's *Salty Dog*. Which reminds me, better have *A Salty Dog* by Procol Harum, too. *Ride Captain Ride* by Blues Image can't be beat, and although it's about flying, not sailing, bring Stephen Stills' *Treetop Flyer* along, too. And I can't leave the dock without knowing Jessie Colin Young's *Ridgetop* is on board — or as I call it, 'The Marin Song'.

I think many of these tunes are available on iTunes or its counterparts. Sail forth with music!

Eric Lyons
Pearl
Tiburon

Eric — We're going to have to check these out, for you seem to know what you're talking about.

↕A CROSS BETWEEN JIMMY AND JONI

I'm a delivery captain, primarily of large trawler yachts, and over the years have written letters to comment on subjects such as the Panama Canal, ship's agents and the rules of the road. Well, I just delivered a boat in the Chesapeake Bay, where I heard a wonderful folk singer performing original sail/cruising ballads. Her name is Eileen Quinn and she's a cross between Joni Mitchell and Jimmy Buffett. I know there are several folks who do this type of music, but Quinn captures the cruising essence well through humor — and her voice is crystal clear. I have no relation or connection to her, I just happened to hear her perform.

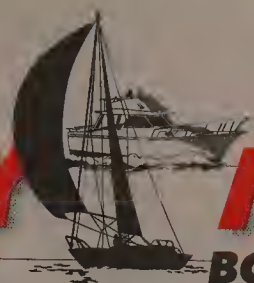
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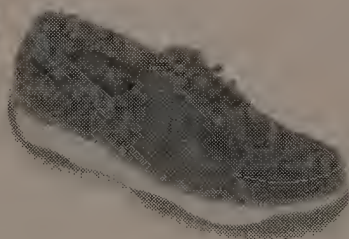
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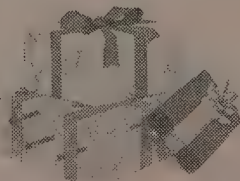
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LETTERS

↑↓ I'VE CHANGED MY MIND

I'm trying to track down the owner of the Pearson 36 *Kabunza*. She was for sale recently, but was taken off the market for lack of a buyer. I am now interested in buying her, but can't find the owner. I just ran across an article in *Latitude* that mentioned her, and followed the link to you. If you have any ideas on how to track her down, please call me at (650) 357-3386.

Bob Deacon
San Mateo

Bob — We know the folks who cruised Kabunza in Mexico for several years before buying Kabunza Cat in the Caribbean. They read Latitude each month. If they know who owns their old boat, we're sure they'll call you.

↑↓ WANTING TO BUY, NOT BUILD, A NESTING DINGHY

You can put me on the list of people interested in the Wylie 9+ft nesting dinghy similar to the one 'Commodore' Tomkins built as a tender for *Flashgirl*. I just started a similar project for my own use, but have no ambitions as a boatbuilder. As



LATITUDE / JR

The Wylie 9-ft nesting dinghy is not yet in production.

such, I would be happy to forgo the experience and simply purchase someone else's product. The weight seems a mite high, but different layups might tweak that downward. Anyway, I can be reached at pwratch@hotmail.com. Barring that, I'll be looking out for further information in your fine magazine.

Patrick Wratchford
Northern California

Patrick — We were told that if the nesting dinghy actually does go into production, it won't be for some time. If and when that happens, we'll let you know.

↑↓ MY BOAT CAN DEAL WITH NORMAL WAVES AND WAKES

I'm the grandfather who wrote the letter two months ago about my granddaughter falling in love with tugs — and included a final comment that a Foss tug captain had given me 'the finger' when I told him he was creating a dangerous wake by going too fast.

Mr. Engel, the local manager for Foss Maritime, wrote *Latitude* asking for a way to contact me because he wanted the situation straightened out. A gentlemen, Mr. Engel was very professional and concerned about his company — as he should be. We had a pleasant conversation, and he has invited my granddaughter and me out on one of the Foss tugs. Unlike Mr. Peery, Mr. Engel agreed with me that a Foss tug passing at speed so close to my boat was uncalled for. I would

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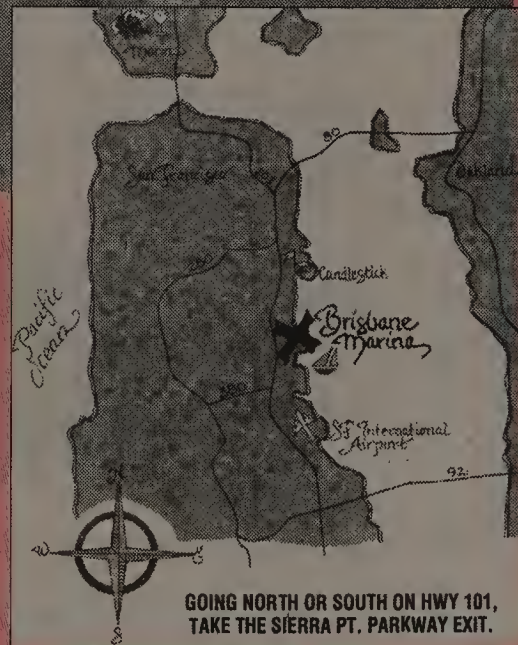
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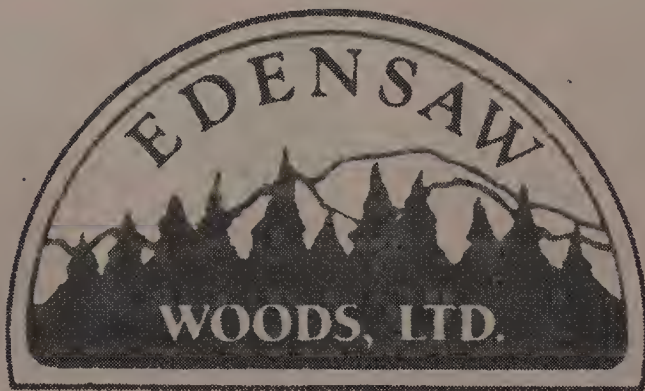
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LETTERS

like to thank Mr. Engel for taking the time to let me vent, and for taking it all in perspective.

Mr. Peery, readers will remember, was the one who wrote *Latitude* last month, and, among other things, accused me of slander and suggested that boats that can't handle tug wakes shouldn't be out on the Bay.

My boat is a 47-ft, 26-ton trawler that has spent a lot of time on the Bay, out the Gate, and up and down the coast. I have no doubt my boat can deal with normal wakes and waves. However, the tug that passed so close and fast tossed my substantial trawler around like a ping-pong ball. The action was so violent that it ripped a television from a secure mounting where it had been for years, and sent it through a glass tabletop. I'm not seeking to recover any damages, as Mr. Peery suggests, nor was I in open water, as he eluded to. I was in the Oakland Estuary alongside a container ship, over as far as possible so as to not impede faster traffic. There was a small sailboat about 40 yards ahead of me that was tossed around more violently than my boat. It was early morning, the water was like glass, and there was nobody else around. The tug passed so close to me — 30 to 40 feet — that I didn't have time to turn into the wake, and thus had to take it on the beam.

Why Mr. Peery? Why couldn't the tug operator have moved to the center of the channel and given me more time to react? Is this how you skipper your boats? I did not group Foss Maritime in with anyone else or any other boat — another conclusion you seemed to have pulled out of nowhere. As a matter of fact, I have a great amount of respect for Foss for hiring people like Mr. Engel, who cares about his company enough to try and reach me. On the other hand, after reading your response, I can't imagine you being very courteous on the water.

I don't believe I have slandered you in any way, but if I have, please have your attorney contact me.

Brett Hales
47-ft Trawler
Northern California

↑↓HOW DEEP IS DEEP ENOUGH?

I've recently taken up sailing on San Francisco Bay, and am considering buying my own boat. Based on your experience, how important is a boat's draft on San Francisco Bay? I've heard the opinion that a deeper keel would be beneficial when beating in stronger winds and currents, and that a shallower keel would lend itself to sailing over mud shoals and in shallow channels. I intend on sailing in the deeper waters of the Bay and in the Pacific, so I would imagine that a deeper keel would benefit my style of sailing.

The specific boat I've been interested in is a 32-ft Beneteau with a draft of 4'3". I can't tell you much more about the boat except that she was designed by Grupo Finot. Is it a safe bet that I would enjoy this boat regardless of the shallower keel?

Cuyler H. Binion
Northern California

Cuyler — We don't know which 32-ft Beneteau you're talking about, but if she was designed by Grupo Finot — a top-notch design outfit — we'd feel confident that they got the keel depth right. And rest assured that designing a proper keel is more complicated than assuming the deeper the better.

The only possible reason you might shy away from this Beneteau 32 is if the model were offered in both deep and shoal draft versions, and this were a shoal draft version — and you planned to race seriously on the Bay. All other things

“Wherever you look you can tell that a lot of thought went into this boat.”

– Monroe Wingate, owner True North 38 *Norma Jean*



Monroe and Peggy Wingate, owners of the True North 38 *Norma Jean*.

After the tragic loss of their stolen GB42 Europa, Monroe and Peggy Wingate went looking for a new powerboat to continue their enjoyment of time away on the water. With experience as GB42 owners and lifelong sailors currently owning the J/44 Marilyn, Monroe and Peggy had a good sense of what they wanted in a powerboat. In the recent Pearson Yachts Newsletter, they talked about some of the things that brought them to buying their True North 38 *Norma Jean*.

“We realized we prefer going places on our own, without overnight guests and concluded that we don’t go for long, extended cruises, so we didn’t need the extra space and additional stateroom. The more we thought about how we use our boat, the more attractive the smaller, lobster-style boat became. One of the more appealing characteristics of the Pearson is its ability to be trucked somewhere. We now have lots of options – the Great Lakes, British Columbia, the Sea of Cortez – because it’s relatively easy to put this boat on a truck and ship it to a different cruising area. Additionally, there are so many details that make sense...Everywhere you look you can see the thought that went into it.”

– Monroe and Peggy Wingate, paraphrased from the Pearson Newsletter
(For the full text, visit: www.pearsonyachts.com)

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LETTERS

being equal, there is no reason to have a shoal draft boat on the Bay — except in a very few particularly shallow areas. Shoal draft models of boats are usually designed for use in areas such as the Chesapeake Bay, Florida, and the Bahamas.

↑↓ MORE QUESTIONS ON KEELS

Sorry to bother you, but can you or someone in your company refer me to someone I can consult with questions about buying another boat — my last. I'm wondering, for example, if there would be any significant difference between a Hunter with a 5-ft winged keel and the current 6-ft plus fin keel?

I hope the Ha-Ha went well.

Robert Zimmerman
Southern California

Robert — If you want to put the money out, you could consult with a naval architect. But before you do that, we'd want to know what other kinds of questions you'd want to ask so we could make sure it would be worth your while. Maybe you'd be better off just spending a couple of days asking questions at the next Strictly Sail Pacific — the new name for what used to be called Sail Expo.

As for the difference between a 5-ft winged keel and a 6-ft fin keel, if you're not an experienced racer, we doubt you'd notice the difference. Besides, there are other factors that would have a much greater effect on how the boat sails, namely, how clean the bottom is, how good the sails are, how well they are trimmed and how well the boat is being helmed.

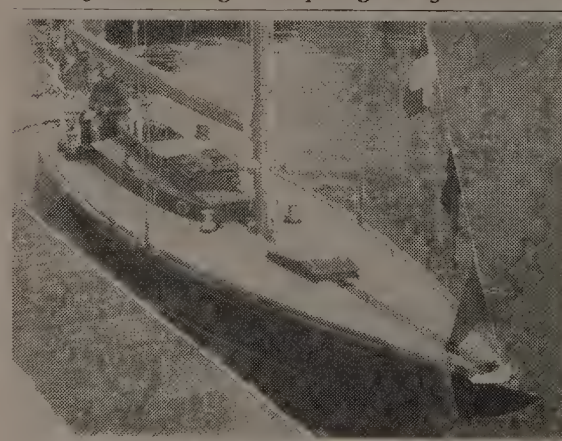
Thanks for asking about the Ha-Ha. We're prejudiced, but we thought it was a smashing success.

↑↓ DO THE NUMBERS WORK OUT?

Pardon a stranger, but I have to ask. My inexperienced daughter and son-in-law want to buy, refurbish and bring a lovely 50-year-old 36-ft mahogany sloop from Maine to California with an eye to making a profit. Without access to a surveyor's report, how can I help them evaluate if this is a brilliant, feasible or stupid plan? The idea is they can buy the boat for \$33,000, put \$8,000 into her, and sell her in San Francisco for \$50,000. The boat in question is a 36-ft Hinckley.

Olof Hult
(ex-Knarr sailor on San Francisco Bay)
Culver City

Olof — Although the pedigree of a Hinckley is as good as



Dennis Connor's experience with 'Cottom Blossom' proved that restoring wood boats can be expensive.

you can get, we'd do our best to discourage your daughter and son-in-law. For one thing, restoring wood boats is not easy and it's not for the inexperienced. Having somebody build an 8-ft El Toro is usually enough to cure their boatbuilding dreams. Restoring wooden boats is also a labor of love, not a profitable enter-

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LETTERS

prise. As you may have read in the last issue, Dennis Conner reportedly spent something like \$1 million restoring his 49-ft Cotton Blossom. And he's a guy who knows a thing or two about boats. Finally, the market for classic Hinckleys isn't as strong on the West Coast — where most sailors have no idea what a Hinckley is — as it is in the Northeast, where a finely restored Hinckley can be a status symbol.

↑↓A WINTER CROSSING SHOULDN'T BE RULED OUT

In the August issue, there was a letter about sailing from California to Hawaii in the fall and winter — and more specifically in December. As *Latitude* pointed out in an editorial response, weather conditions during that time of year can be adverse on that course. However, it's possible to minimize the risk of encountering bad weather.

As a professional marine weather service provider, we at *weatherguy.com* receive many similar inquiries. Although the winter is not the ideal time to make a passage from California to Hawaii, our advice has always been that it's possible to make the trip successfully. With proper voyage planning, crew/vessel preparation, patience, and knowledge about weather conditions, one can have an enjoyable and safe crossing in the fall, winter, and spring — as well as in the summer. In fact, we have clients who are making the passage right now, and others scheduled throughout the winter.

True, during the northern hemisphere's winter, I'd rather be sailing in the Caribbean, Mexico and prime locations in the southern hemisphere. However, if Hawaii is in someone's plans, a winter crossing shouldn't necessarily be ruled out.

Rick Shema
Kailua, Hawaii

Rick — In other words, nobody sails from California to Hawaii in the winter for pleasure.

↑↓FINDING GROCERY STORES AND LAUNDROMATS

In the November issue, "R & R" of the Coos Bay-based R3 complained that the biggest problem they had during their stop in San Francisco Bay was with the simple things — such as knowing where to find a nearby grocery store, laundromat, propane dealer, and such. We think every sailor sympathizes with R & R's problem.

In your response, you suggested that you might answer these questions with an article next May before the start of the cruising season. But until then, there's the *California Boater's Guide to the Harbors and Marinas of the San Francisco Bay, Delta, Outer Coast and Hawaii*, 16th edition, by Roger and Bob Dinelli of Bald Eagle Enterprises. This guide is chock full of pertinent information — including drawings of the harbors — which is invaluable to anyone cruising these areas.

After a couple of frustrating months trying to find a guidebook to the Delta, we stumbled across the Stockton Sailing Club's copy of the *California Boater's Guide* — and were so impressed that we immediately sent away for our own copy. We think the book is a real find!

Carolyn and Doug Bitner
Mandella, Islander 28
Emeryville

Carolyn and Doug — It's true, the California Boater's Guide does have a lot of great information, but with all due respect, we think R & R were looking for more detailed information. For example, if you look at the page for Clipper Yacht Harbor in Sausalito, there's a section where The Boater's Guide lists

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LETTERS

the nearest services, such as grocery stores, restaurants, laundromats, a post office, and chandlery. The Boater's Guide notes that such services are "within walking distance." That's helpful, of course, but minimally so.

On the other hand, the free, four-color, Sausalito Maritime Map published by the Richardson Bay Maritime Association lists the names, addresses and phone numbers of 13 marine businesses, including riggers, boatyards, outboard and diesel specialists. Also listed are 11 general service providers such as banks and four different laundries, as well as five grocery/convenience stores and four points of interest. It also comes with a map of all of Sausalito, showing exactly where these businesses are, where to anchor in Richardson Bay, and where to tie a dinghy on shore. It's the definitive guide for anyone visiting Sausalito by boat and needing to get stuff done and/or enjoy life.

THE SAUSALITO MARITIME MAP

I saw the mention of the Sausalito Maritime Map in the November issue, and wanted to get a copy. To make a long story short, it almost seemed as though I'd have to drive to Sausalito to get a copy — so I could safely go to Sausalito by boat. I was also surprised that there was no mention of the map at all on the Richardson Bay Maritime Association website. Except for the casual mention in *Latitude*, how would someone have even known the maps existed? It kind of made me wonder what was going on. Since I understand *Latitude* helped the RBMA publish the map, perhaps you have a proprietary interest in it. Since it seems that no one will snail-mail the map out to a requestor, it would be great if it could be viewed — or downloaded — from the RBMA or *Latitude* websites. What do you think?

I ultimately found out that a West Marine store in my area had a few of the maps, so I'll get my copy this weekend.

Sherman Duck
Misha
Redwood City

Sherman — Let us tell you about our 'propriety interest'. One day we found out that the RBMA was making such a map in response to a complaint we'd made in the magazine about boat visitors to Sausalito not having any idea where to anchor, tie up their dinghy, or shop. The next thing we knew, we'd been drafted into making suggestions for the map and proof-reading it. Finally, we found ourselves making out a check to help pay for part of the printing! Like you, we didn't quite know what was going on.

It's a really great map and guide, if we do say so ourselves, and it was motivated and funded entirely by people and organizations in Sausalito wanting to make it easier for folks on boats to enjoy their visits. All of the many folks who helped put it together knew it was a goodness-of-their-heart project, and, as the maps were to be free, a sure money-loser. But we're still glad we helped out.

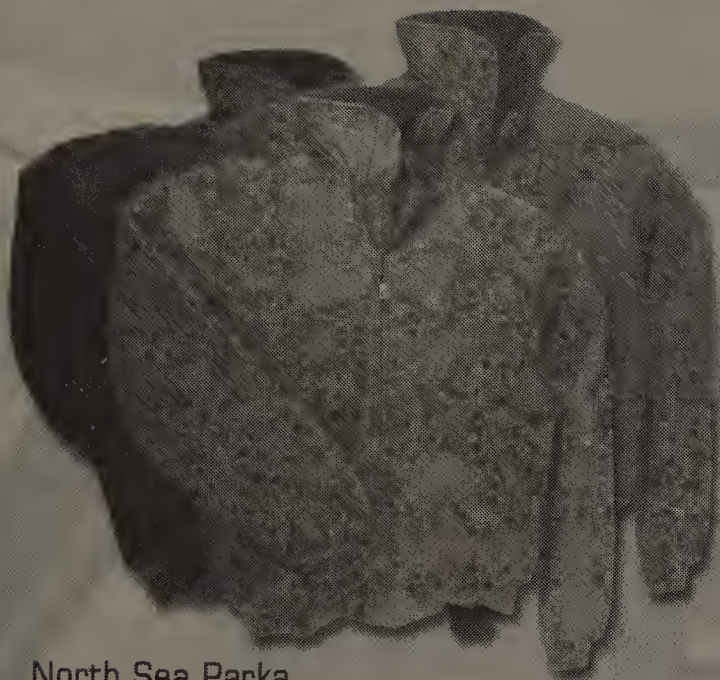
As you suggest, the map really belongs on the Internet, where it would hardly cost anything, and where the whole world would have easy access to it 24/7. We'll see if we can't rectify the situation. Meanwhile, if anybody wants a copy, send a SASE to Sausalito Maritime Map, 15 Locust, Mill Valley, CA 94941, and we'll get one out to you.

By the way, has anyone ever told you that you've got a terrific name?

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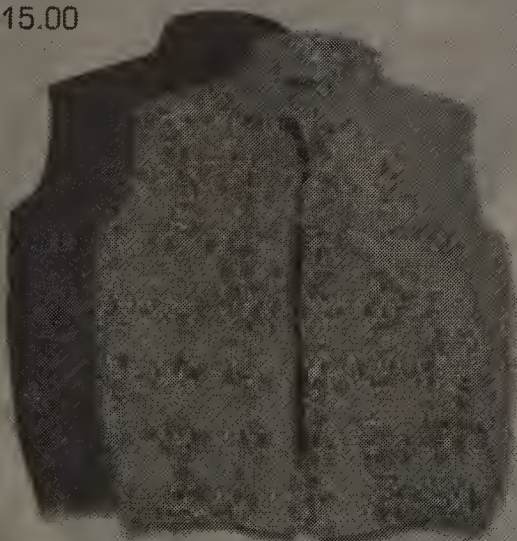
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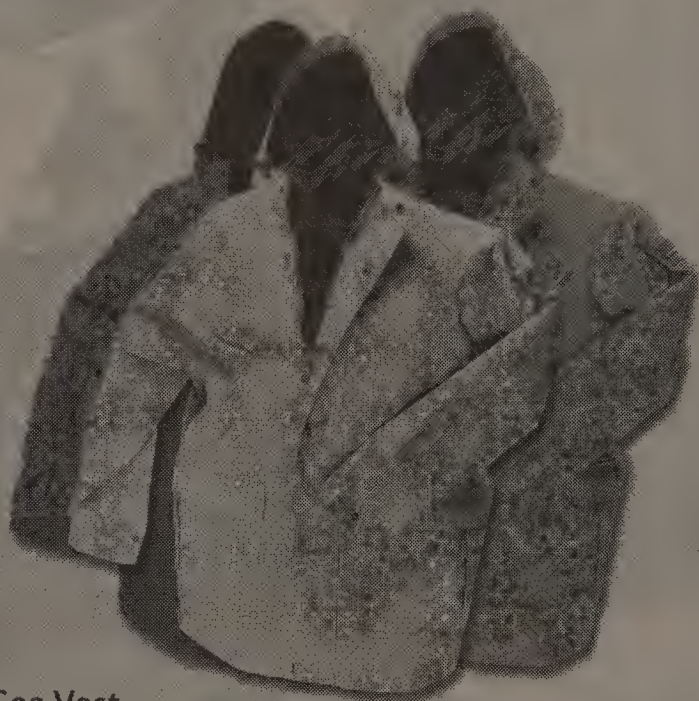
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LETTERS

your own mooring ball? We sure would appreciate some help.

Florida Sailors
Florida

Floridians — We have the same question for you as we did for our friend Bobo, who, 25 years ago, travelled all the way to Colorado to buy the plans to build his own down jacket — why not save time and money by buying ready-made? When it comes to some things — jackets and mooring buoys among them — mass production is the only way to go. West Marine and other marine suppliers sell a wide variety of mooring buoys, and they're not too expensive either. Get a buoy that has twice as much flotation as the chain it needs to hold up from the bottom. For \$220, you can get one that holds up 240 pounds of chain. Of course, with all the hurricanes in Florida, you can probably buy a used mooring buoy for next to nothing at a marine flea market.

↑↓ UNFAIR THAT ONLY SOME PAY FOR THEIR BUOYS

The following is a copy of the letter we sent to the members of the Angel Island Association Board:

"We're writing to tell you about the uncomfortable situation we encountered September 11 at Ayala Cove. By way of background, my husband and I are experienced sailors, having over 85 years of experience between us. We have been sailing to Angel Island seven or eight times a year for over 30 years, usually spending at least one night.

"Here are the rules for Ayala Cove as taken directly from your website today: 'Private boats can use the boat slips or mooring buoys at Ayala Cove. Slips, 30' to 50' are open year round from 8 a.m. to sunset, and cost \$4. Mooring fees are \$10/night May 15 to Sept. 15, and \$7/night the rest of the year. Slips and buoys are on a first-come, first-served basis.'

"When we were moored there this summer — and rowed in to pay our fee since no one came out to collect it — we were startled to be charged \$60 instead of \$30 for three nights. We were told the rates had recently been doubled. There were seven boats on the moorings, and we were the only ones who paid. For the next three days, nobody came out to collect money from any of the other boats. It hardly seems fair.

"From time to time, we auction off trips on our boat — which includes a buffet lunch at anchor — for worthy charities. These trips usually make several hundred dollars for the various causes. On September 11, we were paying off a fundraiser for Rotary. We had six guests, none of whom had been on a sailboat before. We picked up a mooring in Ayala Cove, set up the buffet, poured the wine — for everyone but the captain, of course — when a ranger came up and said we had to move because we were too close to the ferry dock.

"No problem," we said, we'd move to another buoy. There were three other buoys available because they were occupied by boats that were just stopping for lunch. The ranger told us that we couldn't do that because the buoys were for overnight use only, and that we'd have to come in to the dock. We offered to pay the ranger a day fee and move, but he wouldn't take it, saying he didn't have the paperwork, and that he could only collect from the dock. We tried to explain that it would be very difficult for us to come in to the dock since our docklines were difficult to access, only two of us were competent to handle the boat, and in the interest of space we had left most of our fenders back at our berth. He kept saying we had to go to the dock. The ranger left without going to the other boats that were just tied up on buoys for lunch!

"We stowed the lunch things and were getting ready to leave when a second ranger came up. He demanded \$20 for



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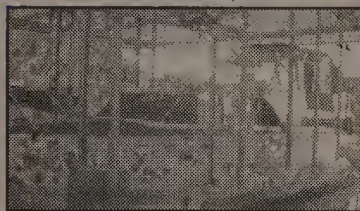
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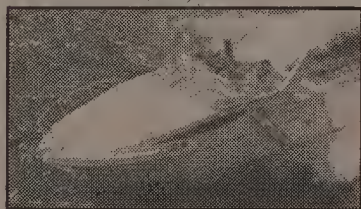
40' Owens, '62
\$29,500



48' DeFever, '80
\$219,000



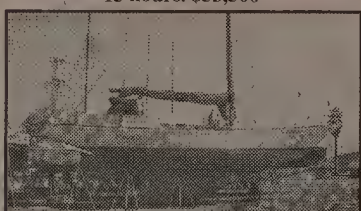
37' Pacemaker, '70
\$38,500



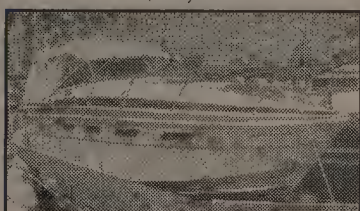
28' Bayliner 2855, '02
15 hours. \$53,500



56' Custom Auxiliary Steel Ketch, '72
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LETTERS

using the buoy, and he told us to leave immediately. Our total time at the buoy had been about 50 minutes. His posture made sure that we noticed he was armed.

"The fee is not the issue. At times in the past when nobody collected them and we didn't have a dinghy in the water to bring them in, we've sent donations to the park. Angel Island is a jewel in the Bay, and we are certainly willing to do our share toward the upkeep. The issue is making and changing long-standing policies — and then not telling anyone. It's also the selective collection of fees.

"In addition, the rangers also don't seem to understand some of the issues of mooring successfully, and having adequate assistance to dock a 38-foot sailboat safely with a couple of knots of tide and non-nautical guests aboard."

Mary Lou & Don Oliver
Cappuccino, Ericson 38
San Ramon

NOT ALL OF US ARE RICH YACHTSMEN

I wrote *Latitude* a year ago about buying a 32-ft PDQ catamaran in Florida, and how I might make the purchase legally exempt from the California sales and use tax. I'm happy to report that I bought the PDQ in August of '03, had it transported from Port Everglades, Florida, to Ensenada in late October and early November of '03 via one of Dockwise Yacht Transport's float-on/float-off ships. The shipping cost \$7,100, plus \$500 in marine insurance.

I just received notice from the California State Board of Equalization that I had provided sufficient evidence of "functional use" out of state for over 90 days, so I saved about

\$7,500+ in tax — which happened to be equal to the cost of shipping the boat here from Florida.

It's unfortunate that this tax exempt option has basically been

These days, both private yacht owners and charter firms often choose to ship their boats long distances.

eliminated by recent legislation. For contrary to newspaper accounts, not all of us are rich yachtsman. I, for example, refinanced my condo to get the money to buy my boat. By the way, I did all the research and paperwork myself, and didn't rely on a professional.

Thanks for *Latitude* 38. I never miss an issue — even while cruising in Mexico.

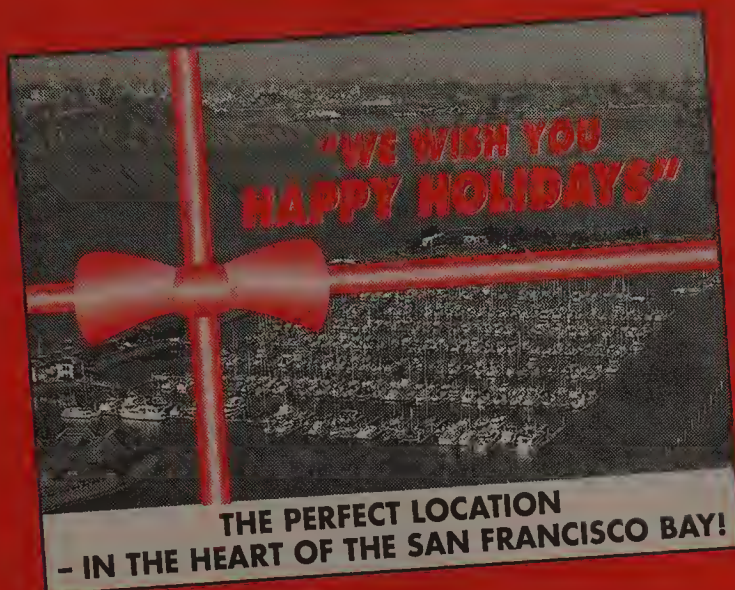
Dick Boden
Calamity, PDQ 32, and Cal T/2
Puerto Vallarta

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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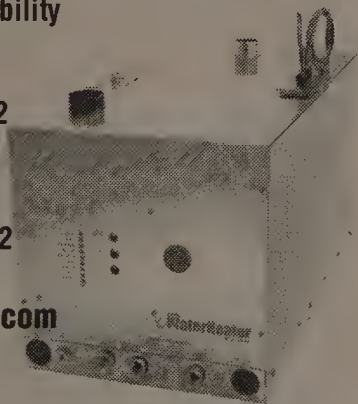
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LOOSE LIPS

Eight bells.

Judy Yamaguchi, true sailor girl, research scientist for UC Berkeley, extraordinary person and friend to many, lost her battle with breast cancer on October 22, surrounded by loved ones. She was 48.

Judy's love of boats began early in her life. She spent summers on the family powerboat with her parents and two younger brothers at Two Harbors, Catalina, her father commuting to work.

Level-headed on the water, things were always good. She never stressed about the small stuff, much less the big stuff. A great racing mate, her sailing skills were appreciated by everyone who sailed with her. She was passionate about sailboat racing, but her motivation was always the social aspects of our sport, at which Judy excelled. Famous for her cooking, she would have dinner for eight ready at 5 p.m. on race day, which left many of us wondering, "How did she do that?" If you sailed on a boat with Judy, you were assured of a great meal — Bento box for a sunset sail or the best lunch on the Bay for her fellow crew members on race day.

A strong contributor to the sport, Judy served as chairperson for SBRA for several years. She actively raced in the Byte, El Toro, and Snipe fleets, but one of the greatest pleasures of her life was sailing the Laser 2 with her daughter, Abigail. Judy met her husband, Ely Gilliam, the love of her life, while they were both volunteering for the Richmond YC Junior Program. She traveled the country to race one design dinghy, keelboat and women's regattas.

She will be in our hearts forever.

— Friends of Judy

Longtime Bay Area racer Colin Case passed away unexpectedly at his home in San Francisco on November 17. He was 55.

Colin grew up in Long Island. He moved to the Bay Area in 1975 and worked as an architect. A lifelong sailor, he developed a liking early on for the designs of Carl Schumacher, and ended up commissioning at least five custom designs from the Alameda-based naval architect. In order, they were: the 30-ft *Felony*, 31-ft *Second Offense*, 30-ft *Albatross*, 35-ft *National Biscuit* and 40-ft *Recidivist*. All were sailed often and well.

A member of the San Francisco and New York YCs, Colin's racing at times extended beyond the boundaries of the Bay. He participated in a Kenwood Cup, Pacific Cup, coastal events and several Southern California regattas.

Case is survived by his wife of eight years, Ann, and stepchildren Morgan and Rusty. The family requests that any donations in his name be made to the Youth Sailing Program at the Belvedere Cove Foundation.

Colin was a fixture on the Bay and affected a lot of lives in the sailing community with his sense of humor and generosity. It will be strange to look over your shoulder and *not* see him there in those distinctive boats, urging his crew on to victory.

Cleaning up our act.

The Boat U.S. Foundation for Boating Safety and Clean Water will once again dole out grants of up to \$4,000 next year to nonprofit groups who educate mariners about good environmental habits. While all clean-water projects will be considered, the 'focus topic' of 2005 is reducing the spread of aquatic nuisance species. These are the critters — non-native species of plants, fish and other animals — who hitch rides in trailered boats from one body of water to another. Not only can these alien species take over and crowd out the native animals, they can cost corporations — and consumers — millions of dollars in pass-down costs. The 'poster boy' for this is the zebra mussel, a fresh water clam introduced into the Great Lakes in 1988 in ballast water.

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in the new year.*

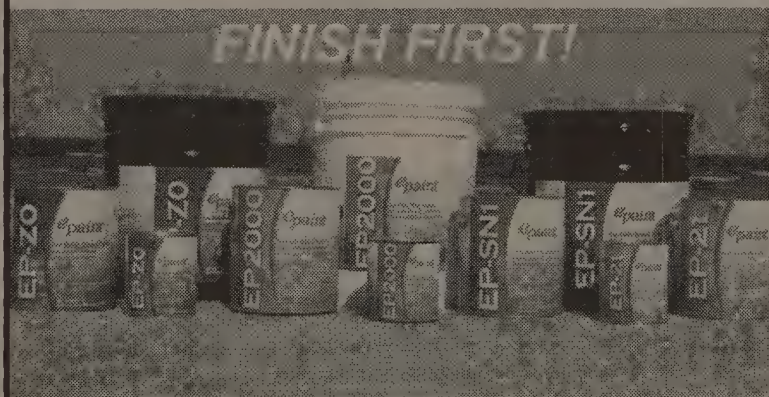
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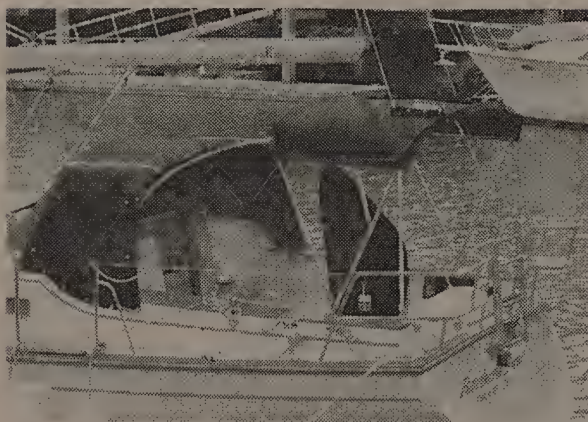
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This animal has now spread to 230 fresh water lakes in mid-America, partly through commercial shipping, but largely, so it's thought, via trailered power and fishing boats. (The clam can live out of water for a relatively long period.) Among other destructive behaviors, the zebra mussel is so prolific and grows so quickly that it regularly clogs intakes of power plants, requiring expensive removal and other costly preventive measures.

"We are looking for proposals to educate boaters about practical habits to prevent the further spread of invasive species," says Margaret Podlich, environmental director for the BoatU.S. Foundation. To learn more about aquatic nuisance species, or download a 2005 application, please visit <http://www.BoatUS.com/Cleanwater/grants>. Applications must be emailed or postmarked by midnight February 1, 2005.

Masters recognized.

The California Association of Harbormasters and Port Captains bestowed its prestigious Harbormaster of the Year Award on Monterey Harbormaster Steve Scheiblaue on October 21. The award is given annually to a harbormaster who epitomizes all that the job requires, and by his or her exemplary efforts to advance CAHMP's efforts to support recreational and commercial boating, safe boating practices and sound public policy.

Distinguished Service Awards were also given to Mick Kronman (Santa Barbara Harbor Operations Manager), Jack Peveler (Channel Islands Harbormaster), and Ted Warburton (Brisbane Harbormaster). Congratulations to all.

Survey of surveys.

We've never entirely trusted statistics, but that doesn't mean they can't be fun. Which is a good thing, because we see lots of them every year. Here are selections from a few of the more recent claims to see print.

— *Total Participation in Sports* — Based on a survey of 10,000 households done by the National Sporting Goods Association, 2.6 million people participated in sailing at least once in 2003. This ranks it 43rd out of 45 sports named. The number 1 sport in '03: exercise walking (79.5 million). Number 45 was ice hockey (1.8 million).

— *Total Female Participation in Sports* — Of those 2.6 million sailors in the NSGA survey, 1.1 million were women. Overall, sailing ranked slightly better with the fair sex, coming in at 39th and — we hope not surprisingly — beating out tackle football, bow hunting and muzzleloading (that's a sport?). The number 1 sport for women in '03 was also exercise walking (50.3 million), and the #45 was also ice hockey (.2 million).

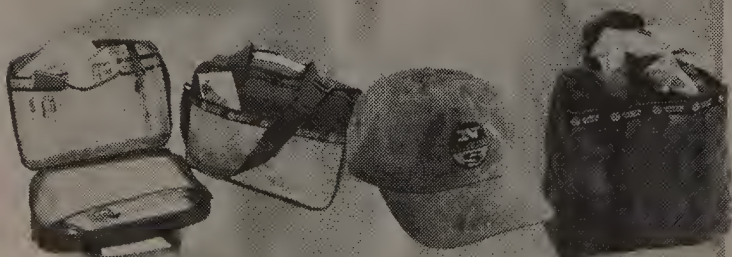
— A survey of just over 1,000 randomly selected adults last May by the Recreational Boating and Fishing Foundation (RBFF) and National Fatherhood Initiative (NFI) revealed that, when it comes to Father's Day, the best gift is "quality time" with the family. To forgive RBFF/NFI a slight bias, 92.1% of respondents in this survey said their best Father's Day would be spent fishing/boating with their children. Previous RBFF surveys found that 87 percent of Americans believe fishing and boating have a positive effect on family relationships.

The soggy truth.

In a house in Rockport, Maine, there is a plaque that recognizes sea captain Hanson Crockett Gregory — not for commanding his own ship at the tender age of 19, or for saving an entire Spanish crew and getting decorated by Queen Isabella of Spain — but for inventing the doughnut.

The popular version of the story takes place at sea in 1847 during the obligatory dark and stormy night. The ship's cook delivers a popular small cake of the time, freshly baked, to the

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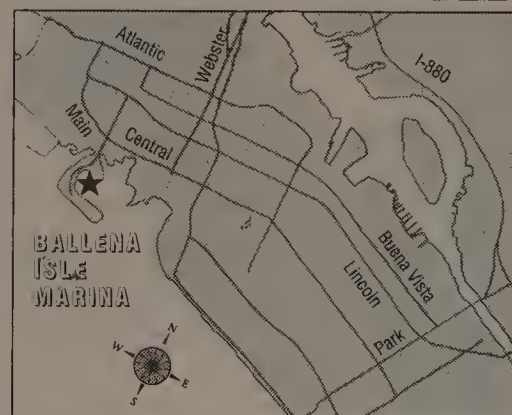
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LOOSE LIPS

Captain, but before he could take a bite, the ship lurches. Needing both hands to bring her back on course, the Captain slams the cake down over one of the spokes of the wheel. When order was restored and the cake removed, it had a hole through the middle. *Voila* — the doughnut.

Another much less inspired account holds that Gregory invented the doughnut, all right, but it was as a kid in his mother's kitchen: he just got tired of the soggy, uncooked center of the fried cakes, so one day he poked the middle out with a fork.

But the stories didn't stop there. Once doughnuts caught on, all sorts of people came forward to take credit for the idea. One of the better ones came from an Indian tribe who said they came up with the idea when their arrows missed Pilgrims and hit their fried cakes instead. Nice try, chief.

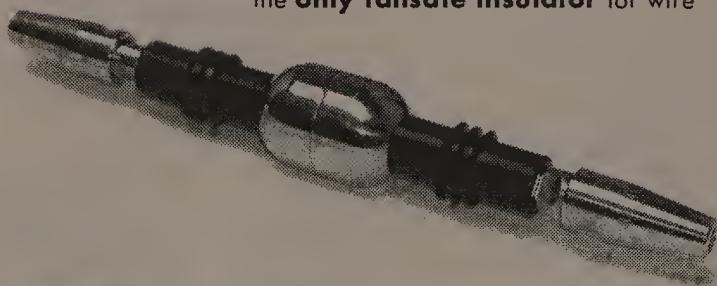
Back before there was important stuff to talk about like gas prices, the hockey strike and who J-Lo is going to marry next, the donut debate raged for years. Finally, in 1941, a group of lawyers, historians, relatives and representatives of the various claimants convened at New York's great Astor Hotel to decide, once and for all, who got credit for the popular ringed pastry we know and love today. Debate was hot and heavy on all sides, but in the end, the panel of judges decided that Fred Crockett — grandson of Captain Gregory — had presented the most compelling evidence. They decreed that the official creator of the doughnut was the 15-year-old pre-Captain Gregory, who just didn't like the soggy center of his Mom's fried cakes.

Well, okay. But that's not the version *we're* going to tell. Some legends should live on, even if they're urban legends.




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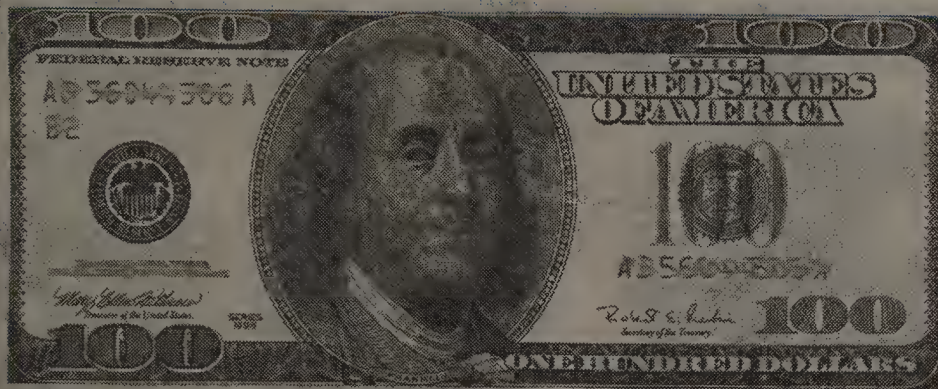
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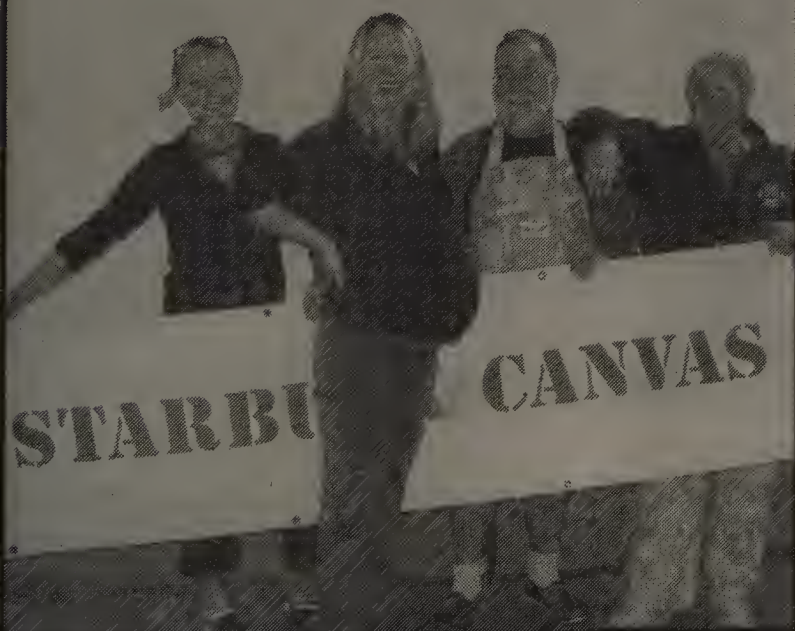
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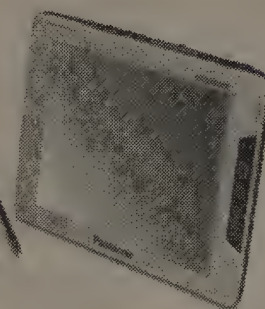


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SIGHTINGS

convergence put to the test

Readers — West Marine founder and chairman Randy Repass launched his Wylie 65 cat ketch *Convergence* last spring. Some of you may have visited her at the Sail Expo show at Jack London Square in April. A few months later, he took off with his family for the South Seas. The plan for the next few years is to cruise for several months, then return home to work for several months.

Recently, we asked Randy if he would file a report on his trip, how the boat was holding up, and what gear he liked and didn't like. Here's his response.

Overall the boat was great and our trip was delightful — the realization of a dream. However, we had enough product/installation issues that I spent too much time as a repair man!

For the first 7 weeks of our 3 1/2-month adventure, the crew consisted of Linda Moore Foley and Jim Foley (Jim has built five sailboats including the one that he and Linda circumnavigated on 10 years ago), their twin 4-year-olds Dana and Trevor, my wife, Sally-Christine Rodgers, our 9-year-old son, Kent-Harris, and myself.

The first stop after California was the Marquesas, then the Tuamotus. We spent about two months in the Society Islands.

As far as *Convergence* herself, she is easy to sail, steers easily, goes

continued on outside column of next sightings page

investigation

The U.S. Coast Guard Marine Safety Office in San Francisco has concluded its investigation of the accident earlier this summer where the freighter *Pacific Highway* hit the Richmond Bridge while trying to avoid a sailboat that had ventured into its path.

The incident occurred on July 11 about 4:30 p.m. The 590-ft *Pacific Highway*, a car carrier, was headed to Benicia when it struck the fendering system of the bridge's north support tower. The impact caused isolated damage to the concrete fendering system (though not to the tower itself), as well as hull damage to the ship's port side. No injuries were reported. Although the *Pacific Highway* completed its transit to Benicia, the vessel was later drydocked to repair the damage.

A 34-ft sailboat named *Della Brown* was charged with violating Rule 9 (b) of the Inland Rules of the Road. This rule



complete

state, "A vessel of less than 20 meters (65.6 feet) in length shall not impede the passage of any other vessel navigating within a narrow channel or fairway." The shipping channel under the Richmond Bridge is considered a narrow channel.

The Coast Guard recommended a civil penalty against the owner of the *Della Brown*. The maximum civil penalty for such a violation is \$6,500. MSO San Francisco is forwarding the results of its investigation to Coast Guard Headquarters, which is the final approval authority for all marine casualty investigations.

The San Francisco Harbor Safety Committee — a group of local maritime professionals which advises government agencies on matters of navigational safety in the Bay Area — says that this incident highlights the serious consequences of small boats not following Rule 9. "Large

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convergence — cont'd

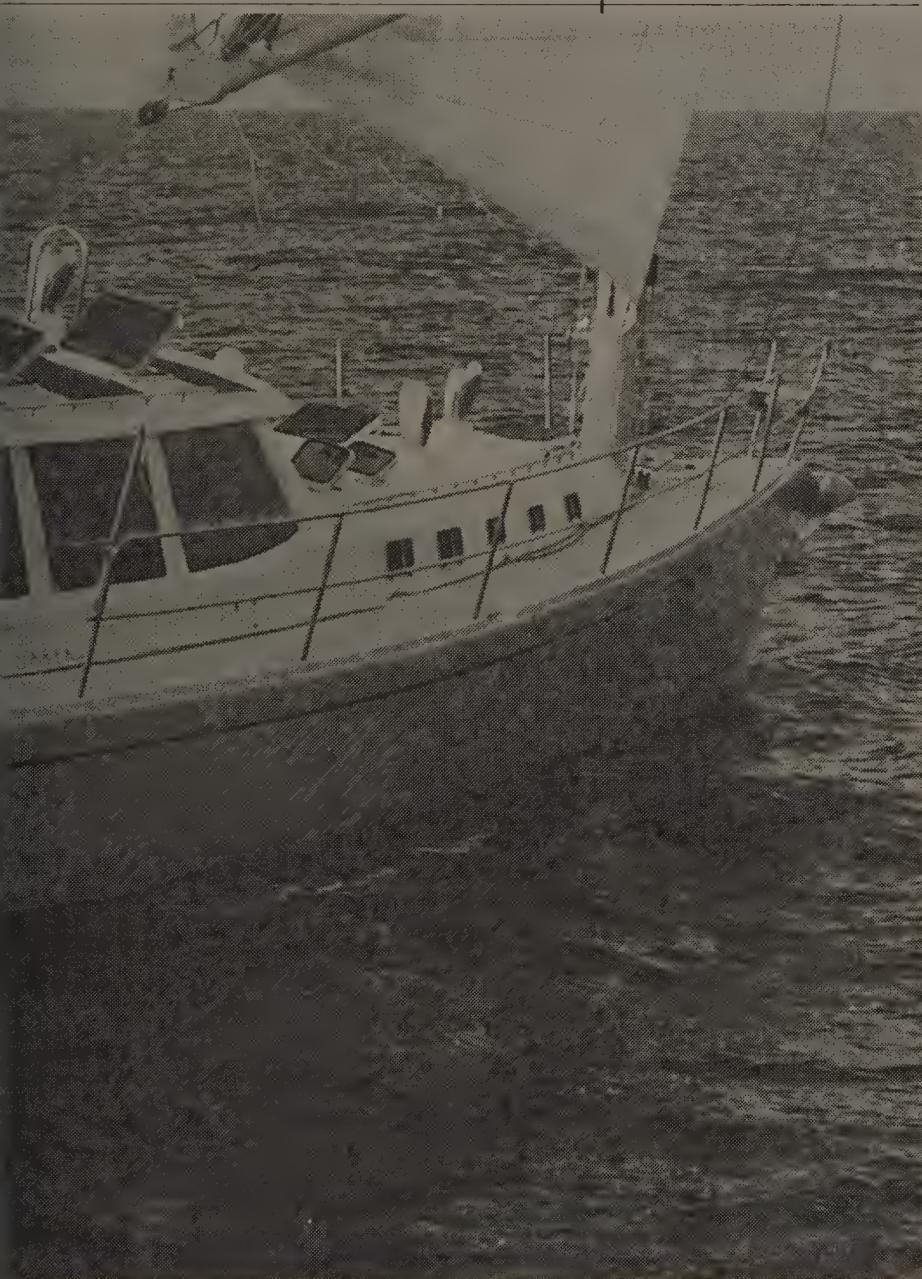
fast and is very comfortable. We averaged 200 miles a day going to the Marquesas, with our best day's run 240 miles. The boat is definitely capable of more speed and longer daily runs although we were happy to have averaged 200 miles per day. There were several extended periods when the boat sailed along effortlessly and comfortably at 10 to 11 knots. The boat is also very responsive in light winds.

For comfort, we put a single reef in at about 15 knots and a double reef at about 25 knots. ("Comfort" here is relative: The seas were pretty con-



COURTESY RANDY REPASS

Left, 'Convergence' glides along on a soft South Seas breeze. Above, the Repass family; Sally-Christine, Randy and Kent-Harris.



COURTESY RANDY REPASS

fused much of the way, and several crew suffered from motion sickness.) We did not push the boat as one would on a daysail or even moreso on a Beer Can race. We were even more conservative at night.

The rig (both masts are freestanding, unstayed carbon spars with wishbone booms — Ed.) worked very well with no problems other than some easily remedied chafe and balky sail cover issues.

There is great visibility from the inside nav and steering stations, and the latter has proved to be the popular place to stand comfortable night watches. The spacious engine room makes maintenance and repairs user friendly. The dinghy/kayak/beach deck aft served as a "convergence zone" for activities when at anchor.

With a 400-gallon fuel capacity, we did not need to refuel along the way and still had 100 gallons aboard on arrival at Tahiti — even though we motored much of the way after the Marquesas due to light winds.

As far as what worked and what didn't, in hindsight I would like to have been better informed about motion sickness — and armed with some proven remedies. Fortunately, I was not affected, but some of our crew was seasick along the way. According to John Neal, this is a pretty common issue and very unpleasant for those afflicted! It causes some people to not want to do more passages.

Bonine and the earpatches did not work for two of our crew. We have heard excellent reports on three seasick remedies. Explorer ReliefBands are the wristwatch-looking zappers sold at West Marine. A charterboat skipper friend says that they work 80% of the time, and that may be proven out by how few product returns we get on this product. Then there is Stugeron, an over-the-counter (in the UK, not the US) antihistaminic. This is recommended by several authorities including John Neal

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SIGHTINGS

convergence — cont'd

and Kent Benedict. They also recommended the suppository Compazine, which also contains an anti-anxiety med. Kent refers to Compazine as a "rescue drug," since it works even if one can't keep food down.

We did have an unacceptable number of product/system failures, non life- or cruise-threatening. They were primarily in the categories of plumbing and electrical. They were due to either product failure, inadequate or user-unfriendly instruction manuals or — in the majority of the cases — inadequate installation.

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investigation — cont'd

seagoing vessels such as tankers and container ships are longer than the Trans-America building is tall, and weigh over 100,000 tons," notes a recent press release. "They require skill to navigate, especially under the many bridges of the Bay. When a vessel sounds the danger signal (five blasts), move out of the way and stay clear."



convergence — cont'd

In discussing these issues with other cruisers, the most common comment was "It's a new boat, that's what to expect." We've probably all heard that before, but that doesn't make the experience of dealing with these challenges any more fun! I don't mind fixing a few problems along the way, but I don't want the majority of my spare time to be taken up fixing what should be working. It takes some of the fun out of cruising. I'd like to have more time to read, swim, snorkel, relax and have fun with my family and friends!

As a result of our experiences, West Marine has set up a product reliability task force in Chuck Hawley's group, with me as a chief advisor. We will be requesting comments from sailors and powerboaters — product/system unreliability is not unique to cruising sailors — on: 1) Products that work especially well and reliably; and 2) Products that have been unreliable or hard to use. There will also be a section for instruction manuals that are especially user friendly or not user friendly.

We will publicize the positives. For the items with problems, we are in a very good position to help manufacturers put out more reliable, user-friendly products and better operating/instruction manuals. We want to raise the level of attention paid to product reliability, which will result in boaters having less hassle and more fun!

We have set up an email address: gearfeedback@westmarine.com for comments from boaters.

We will be heading back to Raiatea — where *Convergence* is presently hauled out — late next spring. From Raiatea, we'll head for Western Samoa, Fiji and New Zealand for more "product testing." After all, someone has to do it.

— randy repass

a kiss is not just a kiss

There are kisses and then there are Kisses. A smooch like the briny one between Burt Lancaster and Deborah Kerr in the 1953 movie *From Here to Eternity* is one of the latter, a celluloid moment that will live forever, and a poster that continues to sell half a century later.

A few years ago during the Baja Ha-Ha, we got the idea of asking a couple to re-enact the famous scene on the beach at Cabo. They complied, we ran the photo and people liked it so much that we've turned it into a kind of yearly tradition. Now we're thinking that it should be a full-blown contest, a kind of *Here to Eternity* Kiss Olympics.

It seemed only logical to operate this competition on the KISS (keep it simple, stupid) principle, so the only rules are that you have to do the kiss on a beach during a breaking wave — and if you want a chance at appearing in the magazine, you have to keep it 'G' rated (that means have clothes on and no touching beneath the belt). You don't have to be married or even dating, but we can't be held responsible for the actions of husbands or wives to 'over-act'.

The contest begins now, but unless you're headed to Mexico or the Caribbean soon, we suggest you practice near a heated pool until next summer. You can enter in one of two ways: arrange your own photos (please identify both parties, as well as the location) and send them to: Here to Eternity Kiss-Off, Latitude 38, 15 Locust Ave., Mill Valley, CA 94941, or email to editorial@latitude38.com. Or you can come on the next Baja Ha-Ha Cruiser's Rally. We'll hold final eliminations in Cabo and announce the winner in the December issue a year from now.

Points will be awarded on faithfulness to the movie scene, 'personal interpretation', and tastefulness. Those coming before our cameras in Cabo will also be required to hold lip-lock through at least one entire wave cycle washing over you (hey, Burt and Deborah did it!). There may also be a freestyle category, we haven't decided. Those of you sending photos will get extra credit if they're taken on the same beach as the movie: Halona Cove, near Sandy's Beach on Oahu.

And please, folks, keep it good clean fun — this is, after all, a family magazine. Sort of.



Spread, Brenden Busch and Baba Muller of the SC 52 'Isis' on the beach at Cabo, carrying on the tradition set by Burt and Deborah (above) in 'From Here to Eternity.'

SIGHTINGS

on the world stage

Offshore sailing on the West Coast takes the winter off. Elsewhere, the oceans of the world are veritably sizzling with activity right now. Here's a quick look at some of the notable events going on:

* The **Vendee Globe Race** started on November 7 off Les Sables d'Olonne, France. Twenty sailors answered the starting gun in this fifth edition of the 'Mount Everest of Sailing' — around the world, singlehanded, nonstop — and, once again, they range from well-funded big names like Britain's Mike Golding and France's Marc Theircelin to gritty, low-bucks competitors like Bruce Schwab of Alameda. Although Bruce has elevated sailing on a shoestring to an artform, he and the boat have already proven they can go the distance — two years ago, he completed the Around Alone race (solo around the world with five stop-overs). Bruce has no illusions about winning the Vendee, but hopes to do "better than expected." He also hopes it will pave the way — and

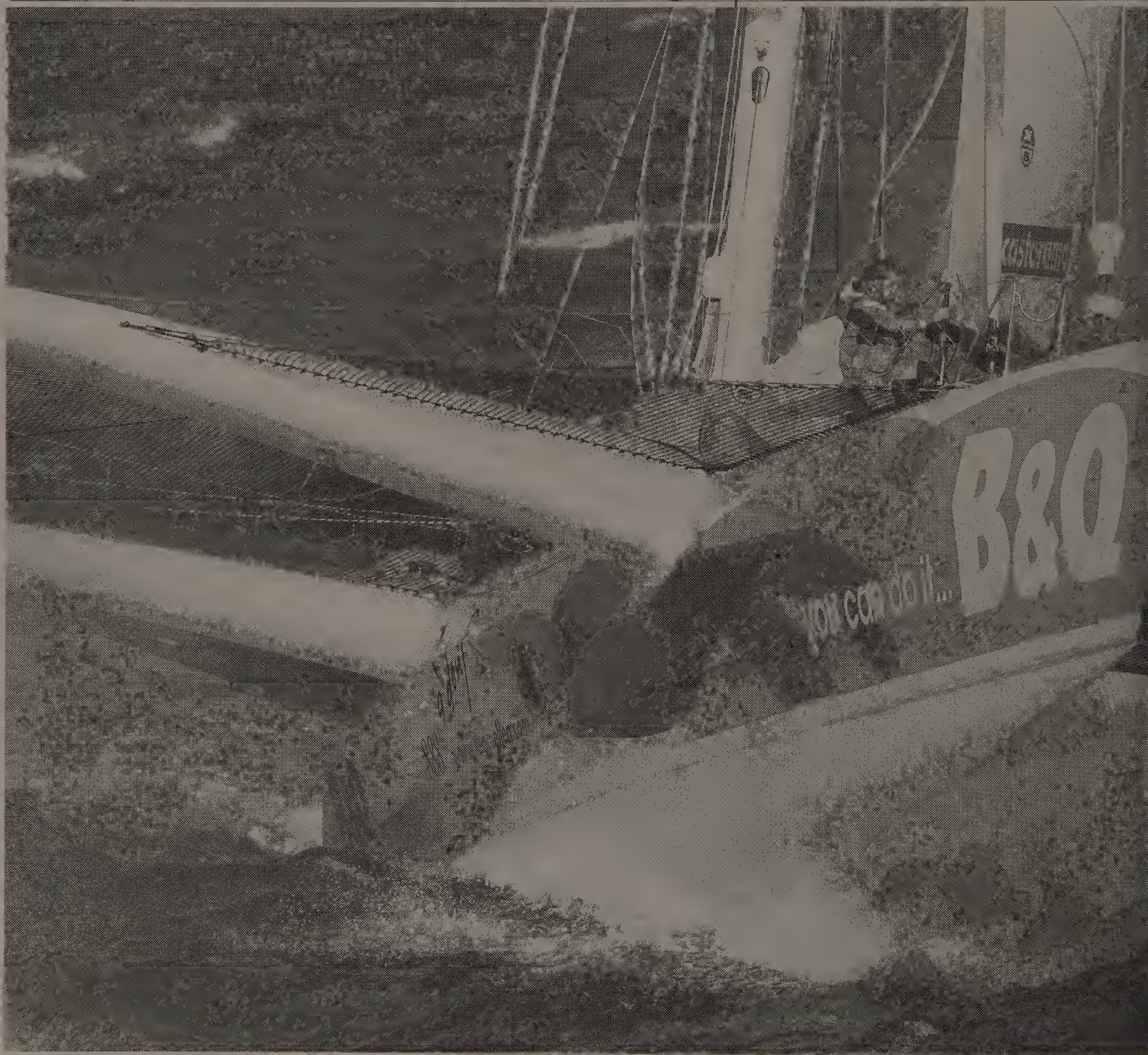
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dawn wilson update

No, she's not out yet. American cruiser Dawn Wilson remains behind bars in Dublin, California, and your cards and letters to the parole board could help hasten her impending release.

As you may recall, Dawn, 48, was incarcerated in Ensenada in April, 2003, and charged with possession of prescription drugs without proper (Mexican) authorization. (She did have a prescription from an American doctor.) From there it was a downward spiral of crooked cops, inept attorneys and biased judges — which eventually resulted in a five-year

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JACQUES VAPILLON/VENDEEGLOBE

Left, Ellen MacArthur may be underway for a solo round-the-world record attempt aboard the trimaran 'B&Q' by the time you read this. Above, Alameda's Bruce Schwab at the start of the Vendee Globe. The 'moustache' up front helps keep the bow from burying too deeply during heavy downwind running.

spark the interest — for future American Vendee campaigns. If he makes it to the finish, he will be the first American to have officially completed a Vendee. Celebrated American singlehander Mike Plant was the only other Yank to have entered this marathon, and though he finished the first '89-'90 race, his *Duracell* was disqualified for receiving outside assistance for repairs.

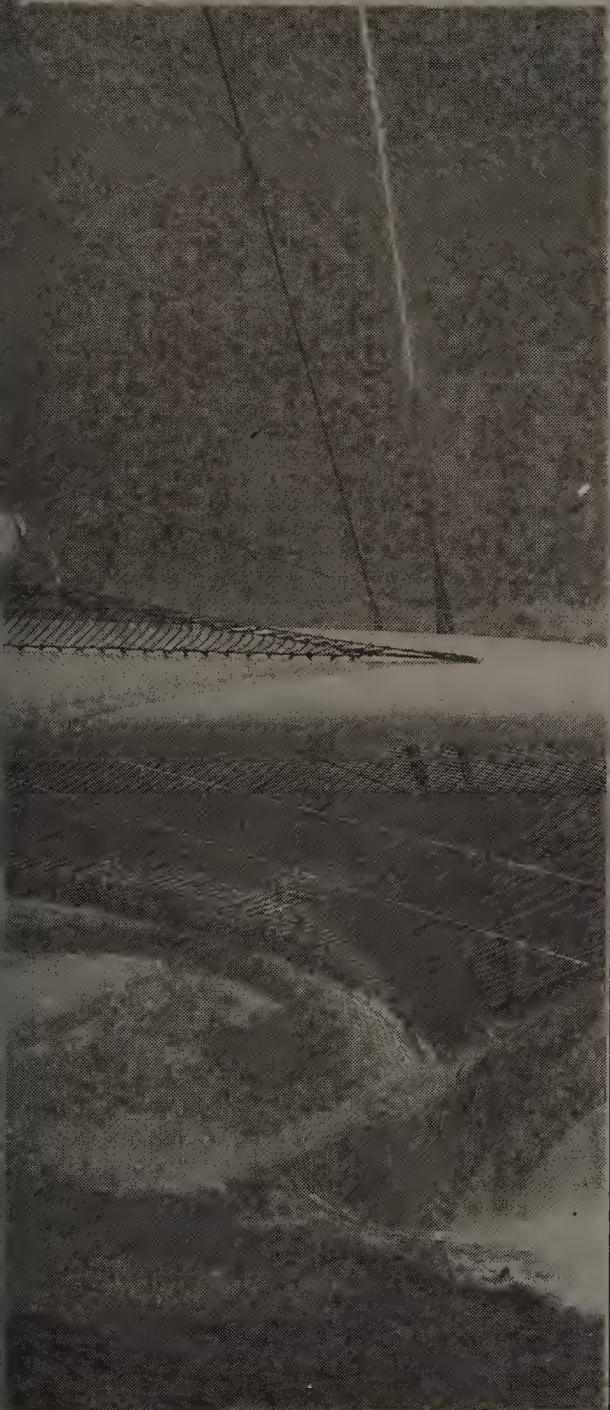
For the first week of the '04-'05 edition, the fleet rode the edge of a high-pressure system in mid-Atlantic which dealt them mostly moderate breeze all the way to the doldrums. Rather than calms, most boats experienced violent windshifts and intense squalls in 'horse latitudes', making for little sleep. As this was written, two weeks into the race, all but a few of the tail-enders had crossed the Equator — the leaders in record time; two to three days quicker than in the last race. And everyone was strategizing for the quickest way to the roaring forties. For the leaders, this meant sailing closer to the hump of Brazil than in past years in order to pick up some offshore flow. But the St. Helena High had moved up quickly from the south and, at presstime, it looked like that might shut the door on the fast lane south. The big strategic question of the hour was if the leaders could make it through before the door slammed shut, or whether they'd be slowed down, allowing the rest of the fleet to catch up. It's a big "if." As of November 20, more than 1,200 miles separated the first and last boats, so the fleet is sailing in several different weather systems, and anything can happen.

The leader as of presstime was Jean Le Cam (FRA) on *Bonduelle*, who had taken over the lead not quite a week into the race. Rounding out the top five, in order, was Vincent Rau (FRA) on *PRB*, Sebastian Josse (FRA) on *VMI* (at 29, he is the race's youngest competitor), Roland Jourdain (FRA) on *Sill Veolia*, and Alex Thompson (GBR) on *Hugō Boss*. Schwab and *Ocean Planet* were holding their own in 14th. A few boats had suffered minor gear problems in the early going and pulled into protected water to effect repairs (you are allowed to stop in the Vendee, but you can't touch land or receive outside assistance).

You can follow the Vendee's daily English updates — including excellent weather analyses and strategies — at www.vendeeglobe.fr/uk. For more on Schwab's race, including regular updates from Bruce himself at sea, log onto www.oceanplanet.org.

* **Ellen MacArthur** was on standby at presstime, ready to embark at a moment's notice on a solo around-the-world record. In case you have recently emerged from cryogenic storage, MacArthur cemented worldwide sailing fame in the last Vendee Globe (2000-2001) by finishing second, and — at age 25 — becoming the fastest woman to solo

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BERNARD STICHELBAUT/DPPI

SIGHTINGS

world stage — cont'd

circumnavigate. She also won her class in the Plymouth to Newport (E-W transatlantic) race, the Europe New Man Star and the Route du Rhum in the same boat. She broke into the ranks of top-level multihull racing aboard the 60-ft tri *Foncia Kingfisher*, sailing with, among others, Alan Gautier.

The 75-ft trimaran *B&Q* ups the ante in all respects. Compared to *Foncia* and her faithful Open 60 *Kingfisher* (now racing in the Vendee as Nick Maloney's *Skandia*), *B&Q* is a much faster and more powerful machine — one that has been designed expressly for this record and for Ellen herself. Ellen has been sailing the boat a lot in the past year or more, and both the skipper and boat have demonstrated their potential with a speed run across the Atlantic that averaged 19.42 knots. For the round-the-world record, *B&Q* will have to average almost 15.5 knots to beat the current record time. The standing mark, set earlier this year, is 72 days, 22 hours, 54 minutes. It was set by the fifth man to try for this record and the only one to actually make it around the world. That was Francois Joyon sailing the 17-year-old, 90-ft trimaran *IDEC* (which also held the crewed round-the-world mark for a time as Olivier de Kersauson's *Sport Elec*). As this issue went to press, Ellen was on standby to depart as soon as her weather routers gave the green light. If she does set a new record, about the only honors left to award her are sainthood and the British crown.

* Speaking of **Francis Joyon**, at this writing the hardy Frenchman should be closing in on a new record for the 3,884-mile 'Route of Discovery' from Cadiz to San Salvador. Once again sailing singlehanded, and once again aboard *IDEC*, Joyon departed Cadiz on November 11. His attempt on an all-out record for this course will be a little more difficult than the round-the-world mark, which, after all, was held by a mere 60-ft monohull. The current Route of Discovery mark of 9 days, 13 hours and 31 minutes was set last year by Steve Fossett's mighty 125-ft catamaran *PlayStation*, with a full crew. In order to beat *PlayStation*'s mark, Joyon must average 17 knots — better than 400 miles per day — alone in his 90-footer. This seems like an almost impossible feat, except for the fact that he did average 15.5 knots sailing this same boat around the world, and she's been lightened by a ton since then. (For the record, Joyon himself doubts he can break Fossett's record.) However, even if he falls short of *PlayStation*'s mark, Joyon will still go into the record books since as far as we know there is no record for a singlehanded Route of Discovery. To beat Fossett's record — an almost impossible-to-comprehend achievement singlehanded and with a smaller boat — Joyon would have to arrive shortly before 11 a.m. on November 21. If you are fluent in French, you can follow Joyon's progress at his official site, www.trimaran-idec.com. For a bit of perspective, the Route of Discovery is so-named because it retraces Columbus' historic first voyage to the New World. Not counting a several-week stop in the Canaries, it took his *Nina*, *Pinta* and *Santa Maria* about 40 days to make the crossing.

blind ambition

One of the more interesting couples to participate in this year's Baja Ha-Ha Cruiser's Rally was Scott Duncan and Pam Habek aboard the Valiant 32 *Tournesol*. In addition to enjoying breaking into cruising with a bunch of like-minded people, they used the Ha-Ha to launch a project they call The Blind Circumnavigation.

That's right, both Scott and Pam are legally blind. And they intend to sail around the world to inspire other sight-impaired folks that they, too, can strive for far horizons.

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dawn update

sentence. Dawn's fiancé, Terry Kennedy, has worked tirelessly to get Dawn released.

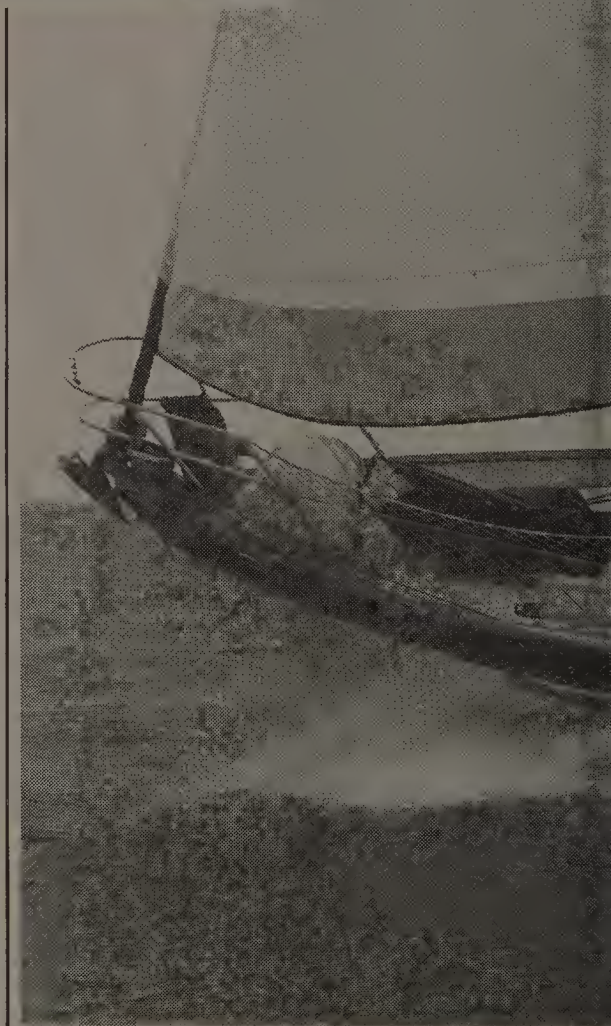
As part of a prisoner exchange, Dawn was transferred to a prison in Oklahoma, and to Dublin in mid-October.

Kennedy and State Congressman Bob Filner (D, San Diego) are trying to get Dawn released on a time served basis. Reportedly, the equivalent crime of carrying prescription medication without a

prescription in the U.S. carries a maximum sentence of three months. Mid-November marked her 19th month in prison.



ABNER KINGMAN



— cont'd

"It is amazing to me that our government can release hundreds of Iraqi prisoners in the blink of an eye, as was done recently, and yet an American who has overpaid for whatever she was supposed to have done, according to Mexico, is still being held," says Terry.

Anyone wanting to support Dawn can do so in a letter or phone call to: Parole Commission, Attention Tiffany Moore, 5550 Friendship Blvd., Suite 420, Chevy Chase, MD 20815. Phone (301) 492-5990. Fax (301) 492-6694. When you write on her behalf, you must include her prisoner I.D. number, which is #47256-180. For the complete story, log onto www.dawnwilson.com.

blind ambition — cont'd

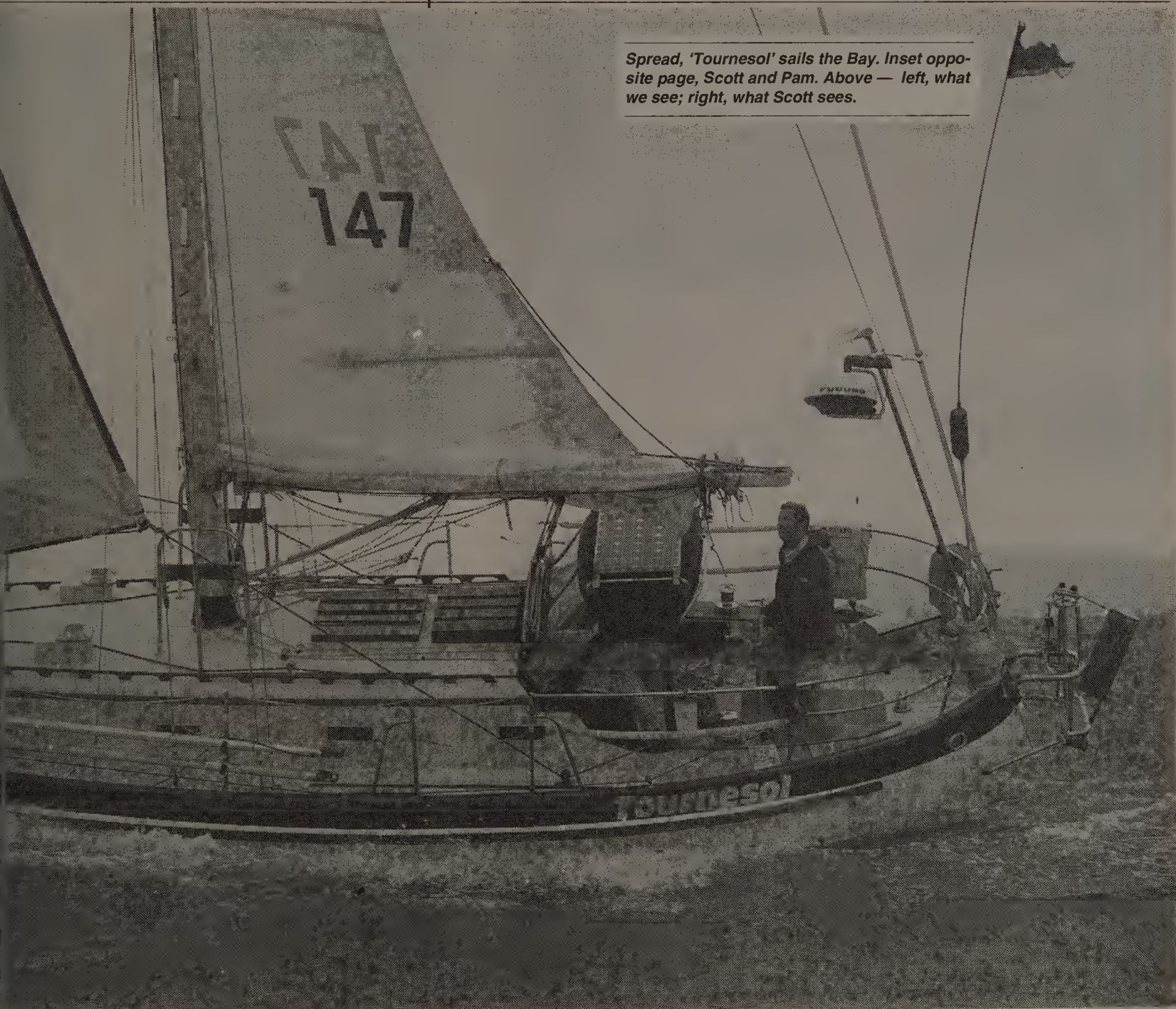
"We're not totally, Stevie Wonder-Ray Charles blind," says Scott, 38, who's taking a sabbatical from his position as associate director at Lighthouse for the Blind in San Francisco to do the voyage. "We are



both legally blind, but have enough vision to see surrounding boats. You may not want us to take you for a 65-mph spin on the freeway, but we're excellent at 5 knots." For those who know the numbers, Duncan

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Spread, 'Tournesol' sails the Bay. Inset opposite page, Scott and Pam. Above — left, what we see; right, what Scott sees.



WWW.BLINDSAILING.COM

ABNER KINGMAN

SIGHTINGS

blind ambition — cont'd

is 20/450 in his left eye and "20/nothing" in his right. Habek, 42, sees about 20/200 with corrective lenses. "They see less than 10% of what a normal person sees," says a friend.

So why do they want to do it? "First and foremost," writes Scott, "I would probably have undertaken this goal if I were fully sighted. I grew up near the beach in Santa Monica and I have always loved the water. I've always dreamed about sailing around the world, and I am a person who deeply believes that we should all pursue our dreams.

"I would also like for our voyage to encourage anyone living with vision loss. The world has a way of placing limitations on anyone who does not fit the 'normal' mold. From birth, doctors told my parents 'not to expect much.' Unfortunately, this has been a constant theme throughout my life."

The overriding theme of the voyage is to show all sight-impaired people that they do not have to live under limitations set by others.

So *how* do they do it? Well, Scott has been sailing for 25 years, so that knowledge is in place. (Although Pam's father was a rigger for

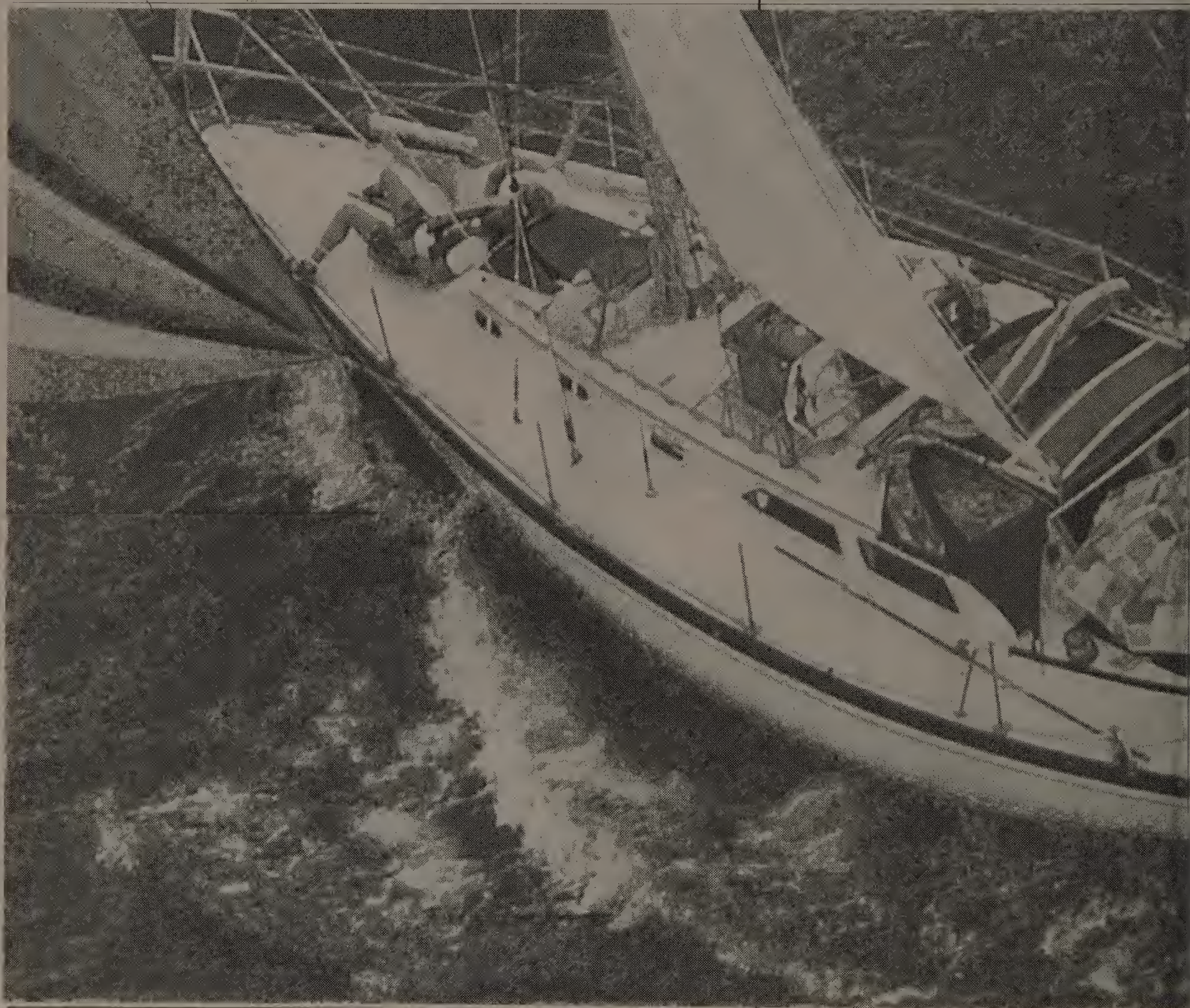
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new racing

There are many changes in the new racing rules which take effect on January 1. Here's a quick preview of some significant ones.

* *When Boats Meet* (Preamble to Part 2) — The preamble now clarifies that when a racing boat meets a boat having no intention of racing, the racing boat is required to comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules, or risk disqualification. However, only the race or protest committee can protest the racing boat.

* *Changing Course* (Rule 16.2) — This rule now applies only when a port-tack boat (P) is keeping clear by passing astern of a starboard-tack boat (S). If P is cross-



rules

ing ahead of S — upwind or downwind — S may change course and make P immediately change course to continue keeping clear, provided P can do so in a seamanlike way.

* *Room to Tack at an Obstruction* (Rule 19.1) — Under the new rules, a boat that hails for room to tack when it does not need to make a substantial course change to safely avoid the obstruction breaks rule 19.1. The boat being hailed must still respond to the hail, but she now has a rule she can protest under when she thinks the hail was unfounded.

* *Touching a Mark* (Rule 31.2), and *Penalties for Breaking Rules of Part 2* (Rule 44.2) — Once a boat that has touched a

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On the day the docklines are finally tossed off and that long cruise finally begins, no one's thinking about medical emergencies. But they can and do happen. Would you be ready?



LATITUDE/JR

blind ambition — cont'd

Hinckley Yachts in Maine, she didn't start sailing seriously until she met Scott two years ago.) As for navigating, they'll do it the same way the rest of us do — with a little help from technology. Scott can read the radar. The GPS and a couple of onboard computers 'talk', and he uses a clever video magnifier called a Pocket Viewer (www.humanware.com) to read charts. About the size of an MP3 player, the Pocket Viewer slides over the chart, and the small print appears huge on the built-in screen.

Scott says their biggest concern is entering a crowded harbor, so whenever possible, they'll call ahead for a guide boat to lead them in.

Scott and Pam originally planned to shake the boat down with a sail to Hawaii earlier this summer, but, he says, "One day it hit us — why sail to Hawaii when we could shake the boat down on the way to San Diego, and then join the Baja Ha-Ha? What an awesome way to launch the Blind Circumnavigation!"

To fund the voyage, Duncan sold a firm he founded that made computer systems for the blind. The couple also have commitments for about \$300,000 from 25 sponsors to help pay for the planned two-year voyage.

Scott and Pam stuck around and enjoyed Cabo for a couple weeks after the Ha-Ha ended on November 6. They should be arriving in La Paz about the time this issue hits the streets. To follow their progress and learn more about their 'mission,' log onto www.blindsailing.com.

bad place to break down

The last thing most sailors want to dwell on when they're about to head offshore is the potential for serious medical complications far from help. Avoiding the subject might be fine if you're fit as a fiddle, but if you have serious medical issues, embarking on an offshore cruise is no time to be in denial. No one knows this better than longtime sailor Phil Hendrix of the Stockton Sailing Club, who nearly lost his life during the recent Baja Ha-Ha.

Since Hendrix, 70, appears to be a big, strong salt with extensive offshore sailing experience, he looked to be a fine addition to Lori Warner's crew on the Tartan 37 *Wild Rose*. Before they set sail, Hendrix was forthright in telling her that he took regular medication for several serious ailments, including ulcers and shingles. However, apparently neither she nor Hendrix realized what might happen if for some reason he should become unable to take his meds.

Hendrix was fine during the first half of Leg One, the 360-mile sail from San Diego to Turtle Bay. But sometime during the second night, he became chilled and felt run down. Assuring everyone that there was nothing to worry about, and that he'd be fine in a couple of hours, he retired to his bunk. As time passed, however, his condition worsened. He 'fed the fish' repeatedly and was unable to hold down food, water or, perhaps most importantly, his meds. Although Warner and the rest of the crew initially assumed he was just seasick — as the wind had clocked to the southwest, and the fleet had been beating through sloppy seas — something far more serious was developing. Shingles is a nervous system disorder which causes severe pain on affected areas of the skin. Without his methadone, which controlled the pain, Hendrix was in agony. In addition, his ulcers were bleeding, making his stomach extremely sore. He had other minor ailments as well. To put it mildly, he was one unhappy sailor.

In an attempt to reverse Hendrix's deteriorating condition, Warner anchored *Wild Rose* in the lee of Cedros on the third night. But even the relatively calm anchorage did not sooth Hendrix's symptoms. At this point, he was repeatedly vomiting blood and still could not even hold down water. The next day, *Wild Rose's* crew pushed on southward toward Turtle Bay, but by that afternoon Warner had become so concerned that she hailed the Rally Committee for advice and assistance.

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SIGHTINGS

break down — cont'd

Within minutes of the call, Dave Lenartz volunteered his Maxum 4600 motoryacht *Megabyte* to power back and retrieve Hendrix so that he could be rushed to the local clinic. The Pearson 36 *Jellybean* had just pulled into the anchorage, and before her crew even got the hook set, the two doctors on board, owner Roy Verdery and one of his crew (sorry, we didn't get that name), jumped aboard *Megabyte* with their medical gear, and the rescue mission roared off to attempt an open-water transfer.

Luckily, sea conditions weren't too severe, and the rescuers were able to get Hendrix into an inflatable, then aboard *Megabyte*. Hendrix, however, had become so dehydrated that his veins had collapsed and neither doctor was able to get an IV going.

Meanwhile, other Committee members were ashore alerting the town's clinic staff and trying to arrange for an ambulance to be brought to the beach. The town's primary ambulance was in use elsewhere, however, and they'd run out of money to fix the only other one. About

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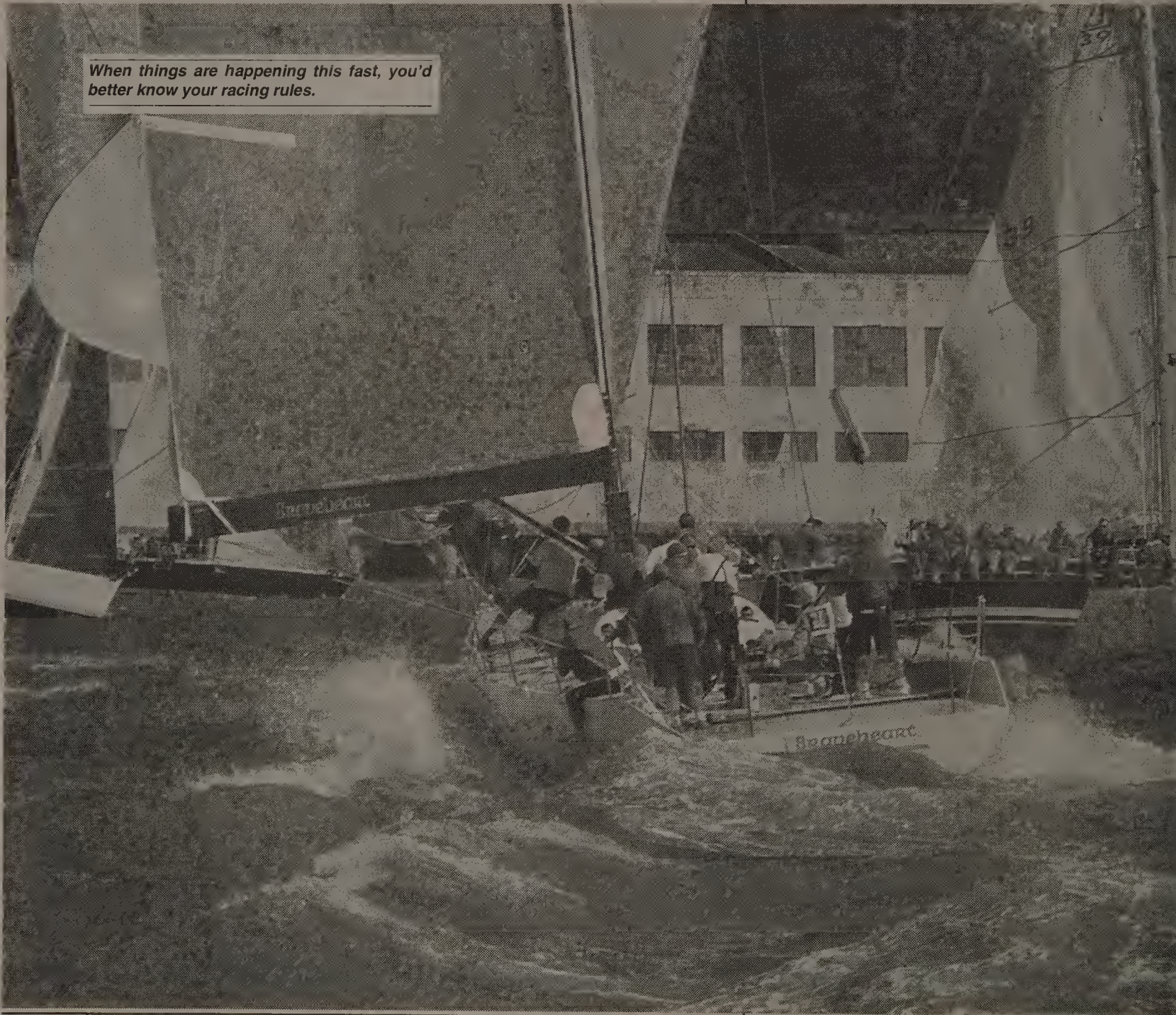
new rules

mark has done one turn that includes a tack and a gybe (in either order), it may continue in the race. In other words, it does not need to do a complete 360-degree turn. The same is true with the second turn of a boat doing two penalty turns for breaking a Part 2 rule: it no longer needs to do a complete 720-degree turn.

* *Personal Buoyancy; Harness* (Rule 40.2) — As of January 1, 2006, trapeze and hiking harnesses must have a device that allows competitors to quickly release themselves from the boat at any time while in use.

* *Propulsion* (Rule 42) — "Sculling" has been redefined as any repeated "forceful" movement of the helm, regardless of its

When things are happening this fast, you'd better know your racing rules.



— cont'd

effect. Furthermore, any repeated helm movement that propels the boat forward is also sculling. Sculling is now permitted when a boat is above close-hauled and has little steerageway and is trying to turn back down to close-hauled.

* *Protest Requirements* (Rule 61.1(a)(3))

— In an incident in which it is obvious to the boats involved that there was damage or injury, the boats involved do not need to say "Protest" or fly a protest flag to protest; they simply have to inform the other of their intent to protest within the time limit for lodging a protest.

* *Redress* (Rule 62.1(a)) — The actions of the organizing authority can now be the

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break down — cont'd

the time *Megabyte* returned to the anchorage, firefighter/paramedic Suzi Todd, also a Committee volunteer, was able to borrow a backboard from the broken-down ambulance. It didn't have the usual strapping attached, so she duct-taped Hendrix to the board so he could be brought to the beach aboard a *panga*. From there, the local policeman on duty volunteered his pickup truck to chauffeur Hendrix to the clinic, where Dr. Jesus Moreno and his nurse were waiting.

Moreno eventually succeeded in getting an IV line started, and Hendrix was soon receiving both pain medication and a life-rejuvenating saline solution. Without it, this story might not have had a happy ending.

Within an hour or two, Hendrix's condition had stabilized. He even rallied for a time, almost becoming jovial under the influence of the medication, and was able to describe in detail (through translation) his medical conditions. Unfortunately, he relapsed during the night, and it

became clear to all that he wasn't going anywhere by sailboat, anytime soon. Consensus among doctors in the fleet and the Mexican clinic staff was that he needed to get to a full-service hospital as soon as possible — preferably in the USA. Although Moreno and his staff did all that they could for their American patient, including an ambitious gastric lavage treatment in the pre-dawn hours to cleanse his stomach, both their staff and equipment were severely limited. Also, they had no powerful pain medication on the order of the methadone that Hendrix was used to taking.

The challenge then became to arrange a medevac flight from Turtle Bay, a remote fishing village that lies roughly eight hours from the main highway on a deeply-rutted dirt roadway. After six hours of phone calls and finagling, rally organizers were able to secure a private plane. Along with a hired local paramedic, Hendrix was flown to Tijuana, where a Red Cross ambulance took him to the border and transferred him to a waiting Blue Cross ambulance from San Diego's Mercy Hospital.

In a couple of days he had recovered enough to fly home.

We chose to tell this tale in depth as there are a number of lessons to be learned — some more obvious than others. Beyond being brutally honest with yourself and your shipmates about your medical issues, this tale screams out to be prepared for worst case medical scenarios. One bit of advice is to understand your medical coverage thoroughly in terms of treatments abroad, and especially air evacuation. Many globetrotting landlubbers invest in special travel insurance which covers a variety of contingencies, including air evacuation, but our impression is that most sailors do not. Such services would seem to be well worth looking into, especially if you have pre-existing medical conditions. It's also a good idea to carry non-800 numbers with you for your health plan provider so you can call to consult from abroad.

Regardless of what the fine print in your policy says, however, in remote parts of developing countries — even places like Turtle Bay which is less than 400 miles from the U.S. mainland — cash on the barrelhead is often the most efficient, if not the only way, to get things done. For example, the air evac service did not take credit cards. And it's not like you could just bop over to the bank or ATM for cash. There are no banks, or automatic teller machines, for 650 miles between Ensenada and Cabo. Luckily for Hendrix, his longtime girlfriend, Linda Driver, was back home, and was able to co-sign on his bank account

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Phil Hendrix with Dr. Jesus Moreno at the clinic in Turtle Bay.

SIGHTINGS

break down — cont'd

for a wire transfer of the money. In this instance, members of the fleet probably would have been able to scrape together the \$4,200 fee in cash, but if *Wild Rose* had been in port alone, the options would have been dismal.

Another lesson learned is how crucial foreign language skills can be in an emergency. Hendrix speaks a few words of Spanish, and the good doctor spoke a little English, but not nearly enough for either to converse clearly about symptoms, treatment and medical history. Having a halfway decent translator on hand not only sped up the treatment and helped avoid misdiagnosis, but it made the medevac possible with a minimum of delays. We are continually amazed how many Mexico-bound cruisers will spend years upgrading every nuance of their boats' equipment, and will study every cruising guide from cover to cover — and how few put forth the slightest effort to learn at least rudimentary Spanish.

It's hard for Americans to imagine how different life is — including the availability of emergency services — such a short way from our border. Although it is always wonderful to get away from the American rat race to enjoy the simpler life of Mexico and other remote landfalls, it is also sobering to realize that you can no longer rely on the vast American safety net that most of us take for granted.

Turtle Bay's medical staff could not have been more pleasant and accommodating — especially since their mandate is to treat *only* Mexican nationals. Incidentally, the bill for the services of the doctor, two nurses, overnight accommodation and medication was about \$200 US. Empathetic to the clinic's needs, and as a means of showing thanks for helping one of their flock, fleet members donated more than \$1,400 which will be sent directly to the clinic this month by the Rally Committee.

Since this incident occurred, we've learned of several U.S.-based air evacuation services which are licensed to operate in Mexico. If you have further info on this subject, we invite you to share it with our readers via our *Letters* section. Hendrix, by the way, has apparently learned his lesson. He wrote in this month from Stockton to say he has embraced his new role as "a river sailor."

versatile vinegar

"Phew — what a smell!" you say to yourself. You're visiting aboard someone's boat, so you can't say anything. But then you get to wondering if your own boat smells just as bad — but you've gotten used to it, decided to ignore it, or pretend it's not really there.

The smell I am referring to is 'basic bathroom', that pungent, acrid reek that can permeate an entire boat. But here's the good news: you can get rid of it easily, cheaply and naturally with $\text{HC}_2\text{H}_3\text{O}_2$ — otherwise known as vinegar. No boat should be without a large supply it.

Vinegar is simply dilute acetic acid produced by the fermentation of such things as wine, malt, cider or rice. Vinegar has been used for thousands of years as a preservative, cooking ingredient, condiment and cleaning solution. The ordinary household type is a 5% solution of acetic acid in water, which is strong enough to destroy many common odors and assist the boat owner in a multitude of other ways.

Here are a few of them:

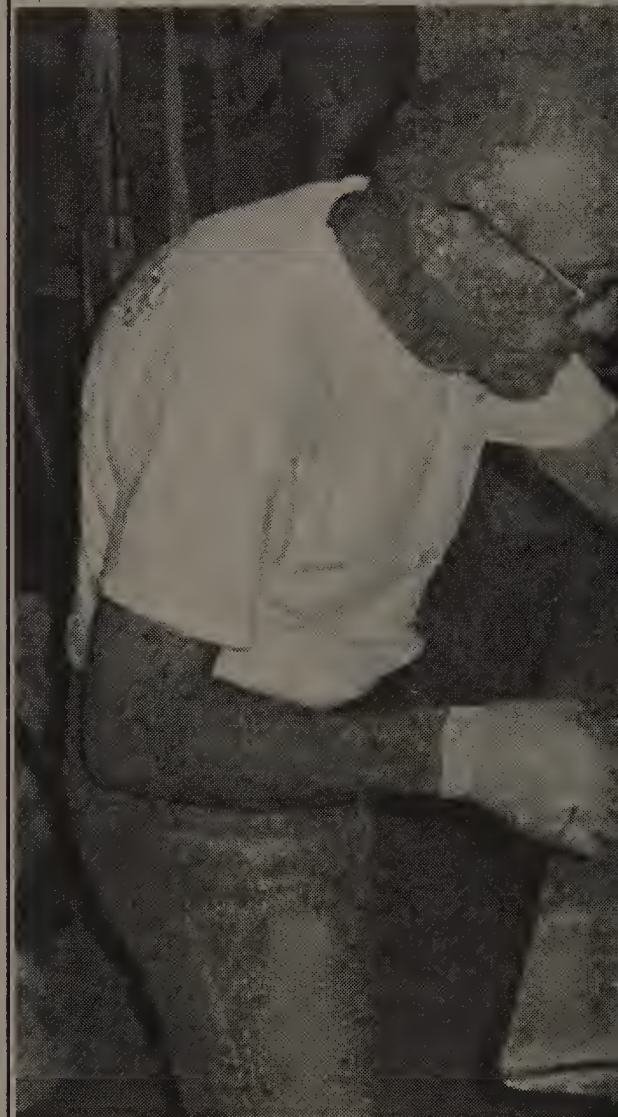
Eliminating Bathroom Stench — The regular use of vinegar in your head will eliminate urine smell and cut the buildup of calcium. Pour 1 cup of vinegar into the toilet bowl once a week or so. Use a scrubber to thoroughly remove built up calcium in the bowl, then dry flush once or twice only. No more than that, as you want to allow the acidic liquid to remain in the hoses for a while to do its job. The amazing result is a sweet-smelling head. (To further aid the process, keep a spray bottle of 25% household bleach mixed with water in the head. A quick squirt every time you use the head will keep bacteria away.)

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new rules

subject of a redress request.

* *Appeals Procedures* (Appendix F) — All appeals of protest committee decisions in the U.S. are now to be sent directly to US Sailing, which will forward them to the



keeping

Blair Grinols and his 46-ft catamaran *Capricorn Cat* have appeared many times in these pages. That's because the boat is one of the most actively sailed cruising boats out there with any amount of hulls. Blair recently returned to San Francisco from Tonga (via Hawaii) in five weeks, breaking both centerboards along the way. At 71, Grinols shows no signs of slowing down — or even wanting to. He is presently involved with 101 projects needed to get the boat ready for another season in Mexico. A man of few words, he filed this 'report' on work in progress — most of which he's doing himself.

I have purchased a new genoa, new

cont'd

appropriate association appeals committee.

The new *Racing Rules of Sailing 2005-2008* book, published by U.S. Sailing, is due in bookstores this month.

Blair Grinols glasses one of two rebuilt dagger-boards for his 'Capricorn Cat.' He also built the boat himself.



COURTESY BLAIR GRINOLS

busy

small spinnaker, new anchor chain, new headsail winch, new larger alternator, new heavier battery cabling, new masthead halyard sheaves, new radar, new dinghy, and new microwave oven.

Have had to repair both daggerboards, install a new speed sensor and depth sounder, repair the mainsail, repair the bimini, repair the boom gooseneck and repair and paint the bottom. I've still got a few things to complete before leaving for Mexico — a few days to go on the daggerboard repairs, have yet to install the new winch, and have yet to repair and paint the bottom. I'm busy.

— blair

vinegar — cont'd

Lubricating and Cleaning Head Hoses — When leaving a boat unattended either in the water or in dry storage for a period of time, a 50-50 mix of vinegar and oil, poured into the toilet bowl and dry flushed, will keep head parts lubricated and clean, and will dissolve crystallized salt in the hoses. After adding the mixture and dry flushing, cover the bowl with plastic wrap to prevent evaporation. Upon return to your boat, you will be delighted to find a sweet-smelling head.

Avoiding Swimmer's Ear — Bacteria will grow in ears that don't drain. If left alone, a painful infection known as 'swimmer's ear' can develop. To avoid swimmer's ear, Tom and I aboard *Feel Free* use a mixture of 50-50 vinegar and rubbing alcohol (70% isopropyl alcohol). Put a few drops into the ear after prolonged swimming or diving to displace the water. For years this has successfully helped us avoid 'swimmer's ear'. If you do get an ear infection, James Kusick in *A Treasury of Natural First Aid Remedies from A to Z* (Prentice Hall, 1995) recommends rinsing ears with 10 parts water to 1 part warm apple cider vinegar using an ear bulb. Afterward, place a few diluted drops into ear, plug with cotton, and leave in. Repeat throughout the day or night.

Removing Mold and Mildew — In a hot and humid climate, especially during the wet season, mold and mildew will accumulate on your beautifully varnished furniture, cupboard doors, in hanging lockers and fridges . . . pretty much any and every flat surface of the boat. To remove, wipe with a clean dry cloth saturated with vinegar. Repeat as necessary.

General Cleaning — Chris and Mandy aboard the Perry 43 *Bedoin* are great vinegar advocates. They use it to clean virtually everything, including stainless steel stanchions and rigging, and Chris says he wouldn't use anything else to clean his barbecue grill. First he heats the grill and scrapes off the remains of the previous meal, then cleans it to a nice finish with vinegar. For clean and clear windows, mirrors and portholes, put some vinegar on a clean, dry cloth and wipe. And if your boat cat or dog has an 'accident' on the carpeting, upholstery or rug, Eileen on *Escapee* recommends warm water with a half cup of vinegar to remove all smells and stains. She also pours vinegar down her sink drains to eliminate the smells associated with the bacteria that can accumulate there.

Brightening Laundry — Add half a cup of vinegar to your laundry and the colours will retain their brightness.

Preserving Cheese — If you love cheese but lack adequate refrigerator space or do not have refrigeration aboard your boat, wrap blocks of cheese in cheese cloth saturated in vinegar and store in an airtight plastic container.

Pickling Fish — Vinegar is great for preserving fish, too. So if the big one doesn't get away but you can't eat it all (and again, if you have no refrigeration) find a pickling recipe using vinegar. There are many. The fish will keep for a couple of weeks, and the 'marinade' will impart a unique, spicy flavor, depending on the herbs and spices you use.

Relief of General Ailments — According to James Kusick, apple cider vinegar can be used as an antiseptic to fight infection, and for such ailments as bed sores, bites and stings, blisters, bruises and boils, colds and flu, coughing, fever, rashes and vaginitis, just to name a few. For coughing, he recommends 1 teaspoon of apple cider vinegar in 4-6 ounces of warm water. Drink it all down at once. If the cough persists, you may add 1-2 tablespoons of honey to the concoction and sip through the day. A cruiser we met in Mexico swears by apple cider vinegar as a tonic for general good health, and uses it with his breakfast every morning: a couple of tablespoons, straight down the hatch. For a sore throat, he gargles with it. Ralph aboard *Escapee* says that vinegar will cure some types of diarrhea: "Drink as much of it as you can manage to swallow, and your problem will disappear."

Eggless Baking — If you've run out of eggs and you are hankering for muffins or a cake, use vinegar instead. Roz on *Lady Marion* explains that the vinegar replaces the egg white and in combination with bicarbonate of soda, acts as a leavening agent.

continued on outside column of next sightings page

SIGHTINGS

vinegar — cont'd

Hand and Body Cleanser — When doing a blister repair job on *Feel Free's* bottom in Mexico, Tom and I were using thinner to remove the nasty epoxy resins from our skin. We soon learned that this is a definite 'no-no,' as the solvent permeates into the body. Fellow cruisers told us that vinegar would do the same job and is safer. We followed their advice, and, in combination with soap and water, it worked.

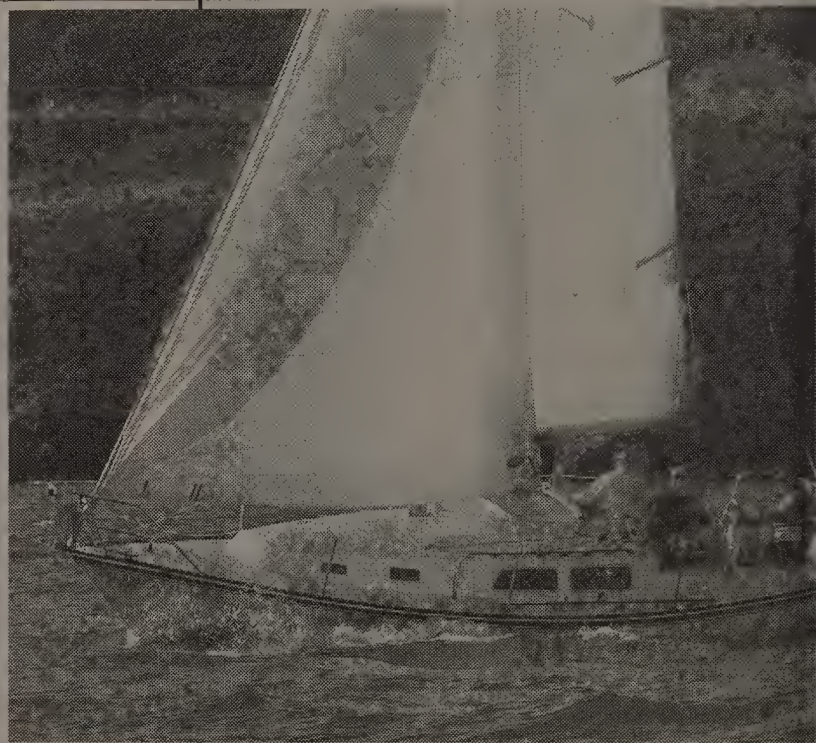
Gourmet Dining — We won't go into all the obvious uses of vinegar in food preparation, except to say that artisanal balsamic vinegar is a sublime condiment made from a concentrate of crushed wine grapes that have fermented and mellowed for years in progressively smaller

continued on outside column of next sightings page

the need

On November 13, Finian Maynard breathed new life into an old rivalry: he set a new speed sailing record of 46.82 knots (about 54 mph), beating an 11-year-old record set by the Australian trifoil *Yellow Pages Endeavor*. Equally as importantly, he did it on a sailboard. The message: sailboards rule once again.

Maynard's family moved from Ireland to the BVIs when he was 6. He started sailing the next year. Now 25 and a strap-



for speed

ping 6' 3" and 255 pounds, Maynard set the record in 45 knots of wind over a 500-meter course in speedsailing's mecca, the famous French Trench in Saint Maries.

The new record is expected to revitalize interest in speed sailing — and the board vs. boat rivalry — which has waned in recent years.



When we went out on this pretty day in mid-November, everybody was 'looking good.' If you see us come by your boat, be sure to smile and wave.

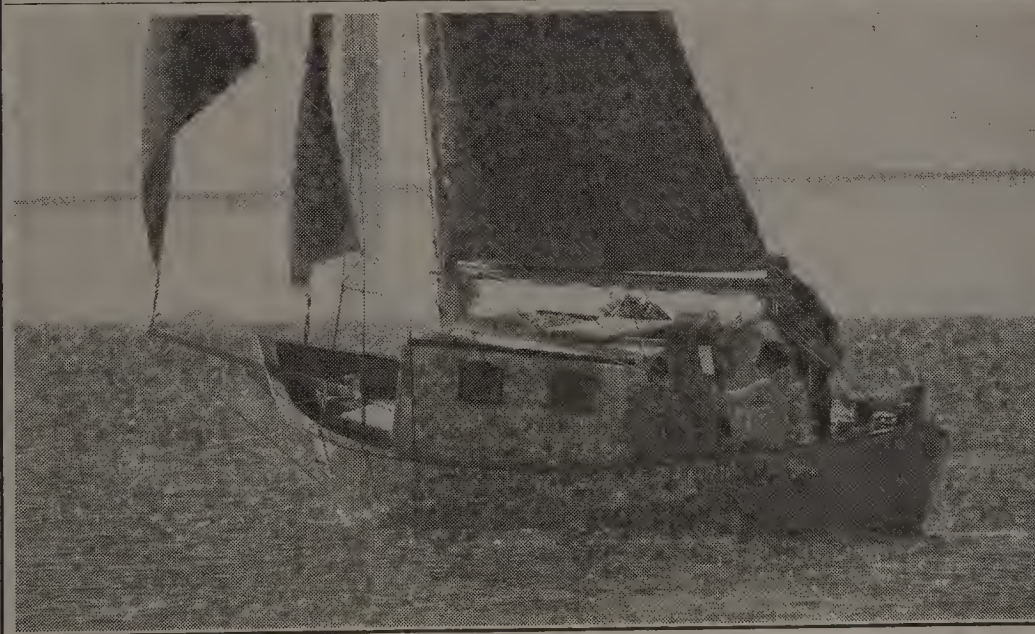
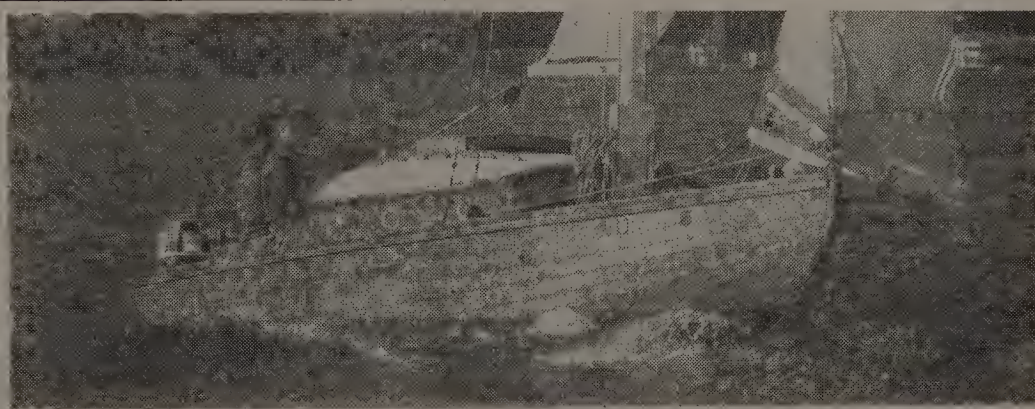


vinegar — cont'd

wood barrels. Each type of wood — chestnut, oak, cherry, ash, mulberry, juniper — imparts its own flavor (and price). This type of vinegar is so rich you can simply pour a few drops of it on grilled or fried fish and veggies, beans, polenta, roasted meats, tomatoes — even strawberries, pears or ice cream for a transcendent taste sensation.

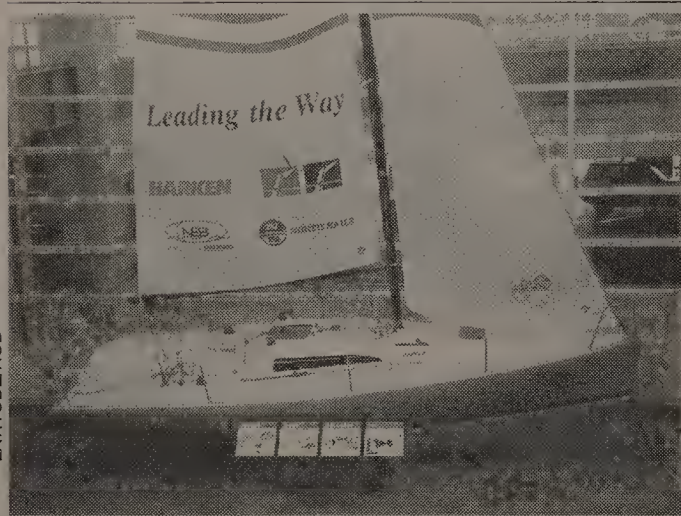
You can't go wrong with vinegar. Its uses are many and varied, it's economical, natural and safe, and it's easy to find anywhere in the world. The more you use it, the more you'll wonder how you ever got along without it.

— liz tosoni, feel free, spencer 51
queensland, australia



SIGHTINGS

short sightings



LATITUDE/ROB

been on display in the lower lobby for a few years now. It not only celebrates the vibrant marine industry in the area, but really sets the mood for sailors de-planing to attend one of the many regattas held in Newport or Block Island every year.

KEY WEST — Don't look now, but maybe this war on drugs thing is finally beginning to work. Last month, the largest load of illicit chemicals in history was offloaded in Key West. On November 5, the Navy missile frigate *USS Curts* (FFG 38) turned over 75,000 pounds of cocaine to authorities. The multi-ton shipment — the result of five separate drug interdiction operations in the Eastern Pacific between August 31 and September 26 — is valued at more than \$2.3 billion. A single-ship seizure of 30,000 pounds of cocaine on September 17 also represents the largest single-vessel seizure of cocaine in the history of counter-drug operations.

The recent haul was made possible by intelligence developed by an investigative team called 'Operation Panama Express', whose members include people from the U.S. Attorney's Office for the Middle District of Florida, the FBI, the DEA, Immigration and Customs Enforcement agents. In addition, each interdiction was made possible by the professional mission execution of P-3 Orion and C-130 long-range maritime patrol aircraft operated by Homeland Security Air and Marine Operations, the Navy and the Coast Guard.

BAY AREA — The Bay Area is home to two of the top five yacht clubs in the United States, according to *Club Leaders Forum* magazine. The San Francisco and Saint Francis Yacht Clubs also rank among the top 200 most highly-regarded private clubs in the nation, the magazine said. Rounding out the top five yacht clubs were the San Diego YC, the New York YC and the Grosse Point YC in Michigan. The ratings are based on the results of a 2003 survey by *CLF* magazine, which is published by a St. Louis-based executive research firm.

TIERRA DEL FUEGO — *We angled ENE into the arm of the Beagle Channel with the walls closing in on both sides. It rained and drizzled much of the way. But the sky cleared suddenly and the sun came out — and we were presented with a glorious sight.*

We turned right off the main channel into an unnamed and un-sounded bay, passed over the entrance moraine left over from days long ago, and entered the inner basin. A squeeze between the island and the shore, with the RIB doing pre-sounding, and we entered an exquisite world never before seen by yachtsmen.

The anchorage was more akin to an alpine lake than anything else — completely surrounded by mountain walls and canyons maybe 1,000 to 1,500 meters high. Snow, lakes and many, many waterfalls encloses us. The lushness of the vegetation compared to all the other anchorages

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wind

The need for reliable wind power is taking wind generators offshore. It's not only cheaper to build away from land, but the wind speeds are generally higher and turbulence lower. Denmark is the current leader in this technology with 80 genera-



power

tors at their Horns Rev offshore wind farm putting out 160 megawatts.

There are a total of 19 offshore wind farms in Europe, and none in the U.S., although lots of hot air is expended talking about them.

shorts — cont'd

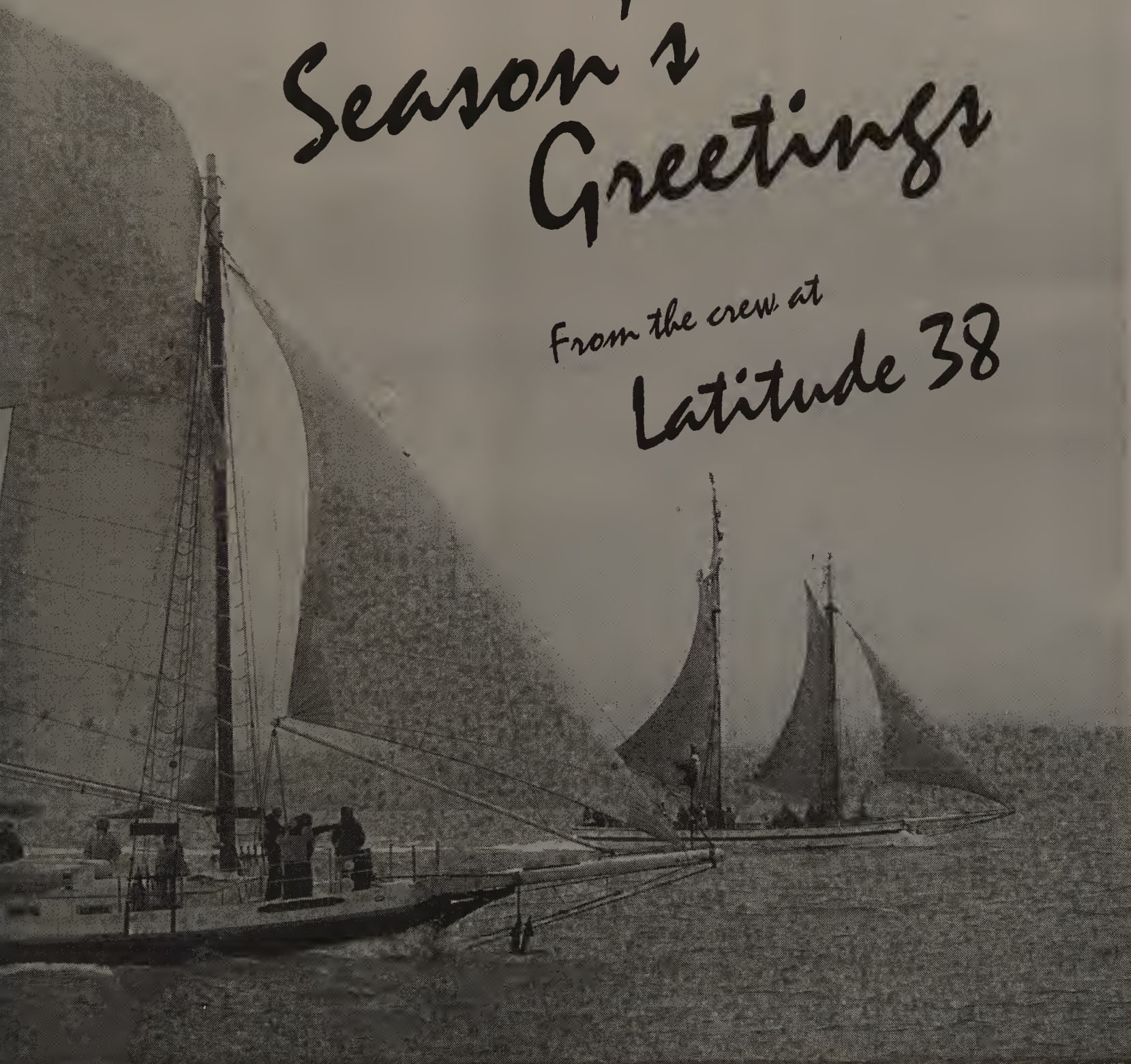
had to be seen to be believed — larger leafed trees, brighter greens, denser ground cover, and a beaver dam right nearby.

We couldn't believe our luck. We had found the perfect Christmas anchoring spot.

*— sir peter blake, seamaster, december 24, 2000
(excerpted from The Last Great Adventure)*

*Season's
Greetings*

*From the crew at
Latitude 38*



BAJA HA-HA XI

Do you remember what you were doing between October 24 and November 6 — other than first being tortured by campaign promises and then being abused by post-election analysis? If you're like many people, those days were part of a blur of humdrum existence.

This year's Ha-Ha fleet of 145 starters represented an increase of 31 boats over last year's record of 114. As always, there was tremendous variety in the fleet. Some of the participants were very experienced offshore sailors

— such as Mark Deppe of the San Francisco-based J/120 *Alchera*, who has done three Singlehanded TransPacs. Others had only spent a few nights at sea before. Some of the sailors were young, the youngest being three-year-old Tatiana Klenk of the Emeryville-based Passport 40 *Patagonia*. She loved to talk on the radio. Others were older, the oldest being 72-year-old John Hart of the Redlands-based Scampi

30 *My Turn*. Hart loved getting up on stage dancing during the Ha-Ha beach party in Cabo. About 40% of the sailors were female.

Both the smallest boat — Dave Martin's Sacramento-based F-27 trimaran *Flying Circus* — and the largest boat — *Latitude's* 63-ft catamaran *Profligate*, the mothership for the eighth year in a row — were from the 12-boat multihull fleet. The smallest monohulls this year were unusually large — Neal Groff's Cal 2-29 *Full Moon* from Victoria, B.C., and Rick Whitfield's Hunter 29 *ConsuMate* from Richmond. The largest monohull was atypically small, Ron and Beverly Jordan's San Diego-based Crealock 57 *Relax*. This year's huge fleet was all about typical cruising boats, with the average size being 41.25 feet, and the overwhelming majority being between 36 to 48 feet. There were four Islander 36s, four Kelly-Peterson 44s, four Cal 2-46s and three Hallberg-Rassy 46s.

It was a top-quality fleet too, with 142 sloops and just three ketches. The only non-fiberglass boat was Charles and Grania Lindberg's steel Roberts 38 *Zester*, which they'd launched just last summer after spending 23 years building her in their backyard. Most of the boats were well-known production models from the last 15 years, but there were also some oldies-but-goodies. One of the oldest, John Hardisty's Pt. Richmond-based Bounty II *Rod Lee* had actu-

ally been *Latitude's* first office back in the mid-'70s. There were also more performance monohulls than ever, with three Santa Cruz 52s, a Hunter's Child 50, a J/41, a Santa Cruz 40, an Olson 40, a J/120, and an Express 37. Although the fleet was overwhelmingly sail, everyone welcomed the participation of three motoryachts, 35 to 54 feet.

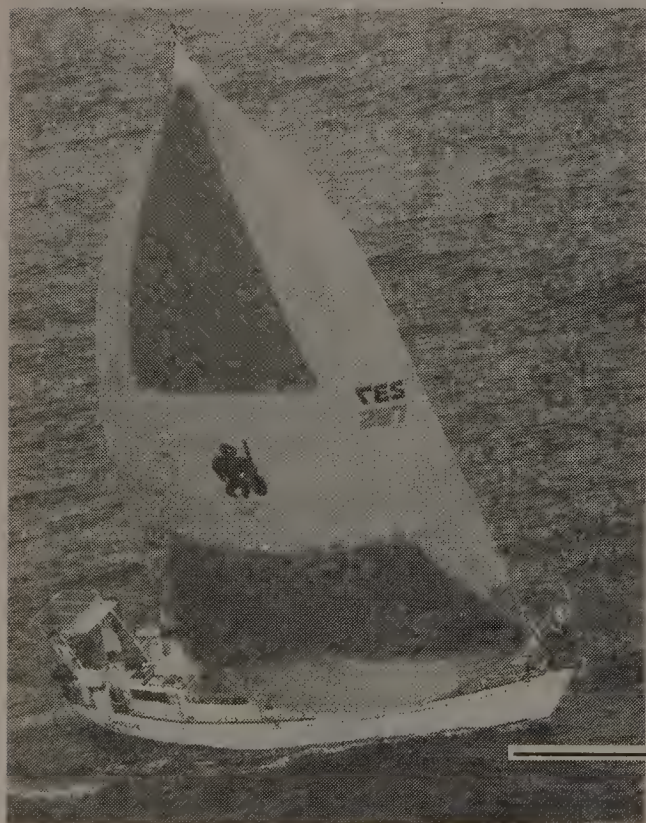
The average number of crew per boat was 3.8 — although this number is a little misleading. Some of the larger boats, such as Bill Finkelstein and Mary Mack's Santa Rosa-based Valiant 50 *Raptor Dance*, were doublehanded, while some smaller boats were packed. Jack Brady's Brisbane-based Columbia 43 *Thunder* carried a crew of 10!

Although the Ha-Ha officially kicked off with a West Marine-sponsored costume party and BBQ in the beautiful parking lot of Cabrillo Isle Marina in San Diego, for many the experience started even before that. Karen Vaccaro of the Chico-based Moody 44 *Miela* explained that she and husband Bill managed to

Some costumes at the San Diego Kickoff Party were particularly creative this year. The best were awarded valuable West Marine prizes.

But we know 550 people who can clearly recall what they were doing on every one of those days. If you push their buttons, they'll probably go on about each one of those days in enthusiastic detail. These are the people who did the 11th annual Baja Ha-Ha, the 750-mile cruisers' rally from San Diego to Cabo San Lucas.

As a fundraiser for the La Paz orphanage, fleet members were offered aerial photos of their boats. Seen here is 'Po'oino Roa'.



ALL PHOTOS LATITUDE / RICHARD & ANDY EXCEPT AS NOTED



— WHERE WERE YOU ON NOV 2

snag a berth at the Lowes Marina in downtown San Diego two days before the start. As Bill was backing their boat into the berth, Karen, holding a camera and VHF, somehow managed to fall off the transom and into the water. When she sputtered to the surface, who should be looking down at her from above but Jimmy Buffett, who had played a big gig in San Diego the night before. When Buffett was walking the dock the next day, Karen explained that they were about to do the Ha-Ha, and would appreciate it very much if he would bless their boat by autographing the overhead. "He was a little reluctant at first, but I persisted, and he did it," says Karen. "He was very nice, too, and didn't act like a big star."

The Kick-Off Party was ultra-casual in the Ha-Ha tradition. As the skippers checked in, they received a record amount of swag: a heavy canvas tote bag, a Ha-Ha hat, Ha-Ha and Some-Like-It-Hot T-shirts, an event program, emergency sunglasses, a navigator's 'coozie' with a course 'chart' printed on it, a

Pusser's rum swallowtail banner, a Ha-Ha burgee, and a Ha-Ha beach ball and frisbee to eventually pass out to kids in Mexico. And to disprove a popular maxim, they also got a free lunch — with beer and wine, too.

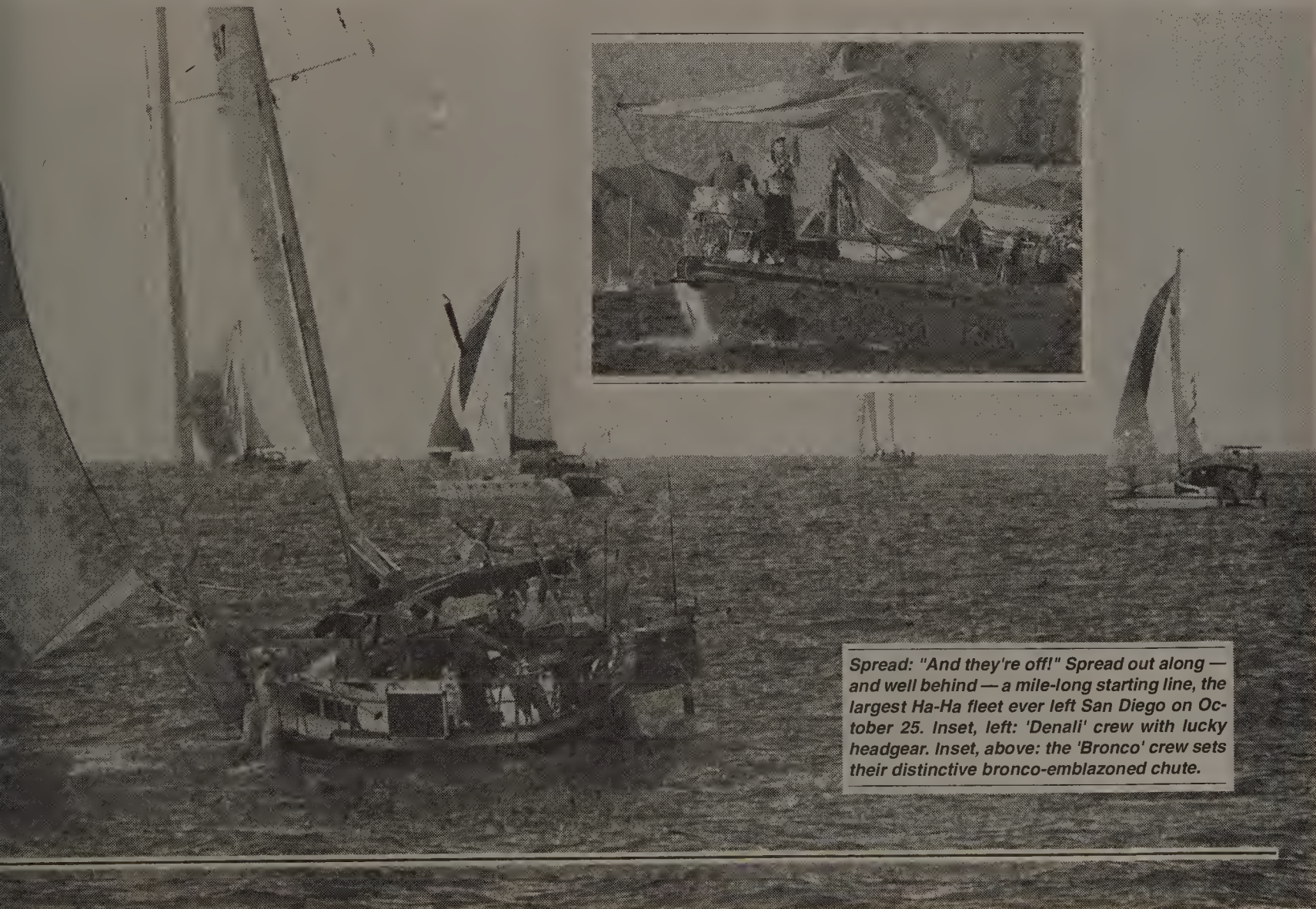
Getting right into the spirit of things, the crowd showed up in great costumes. Our favorites were the caveman and his wife, and the young studs in drag. As always, the marina workers enjoyed grilling steak for the burritos and serving up the side dishes. After all these years, it's become an annual 'family' tradition, like Thanksgiving and Christmas. In addition, there was an hour-long giveaway of gifts from West Marine and others, most of which was MC'd by West Marine's hilarious Missy Welch. "That woman



In pursuit of longtime dreams, the newly-rebuilt Vader 49 'Seayanika' skirts the Ranger 33 'Vinmar' en route to the Coronado Islands.

needs her own radio show," said a man dressed up in a wedding gown.

Mother Nature couldn't have been more gracious with the conditions for the October 25th start, as there was a fair wind of 8 to 12 knots and flat seas. Ha-Ha participants aren't the most punctual group in the world, so colorful spinnakers and gennakers soon blossomed in a line that snaked just about all the way



Spread: "And they're off!" Spread out along — and well behind — a mile-long starting line, the largest Ha-Ha fleet ever left San Diego on October 25. Inset, left: 'Denali' crew with lucky headgear. Inset, above: the 'Bronco' crew sets their distinctive bronco-emblazoned chute.

BAJA HA-HA XI

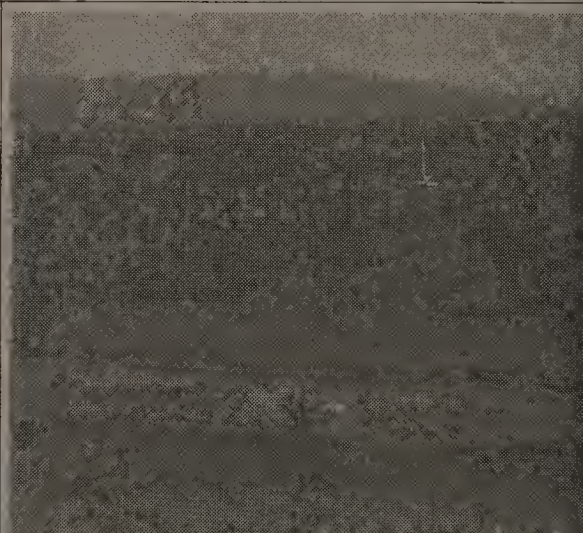
from Pt. Loma to Mexico's Coronado Islands.

Given the 169 paid entries, it was inevitable that some boats would be knocked out by mechanical problems. A timing problem on the engine of their Passport 40 *Wildflower* kept Todd

Eversole and Virginia Duncan from hitting the starting line on time. But the worst was still to come, as 20 miles down the road their diesel froze up. Faced with the huge expense of having to replace a Mercedes diesel, they were not only knocked out of the Ha-Ha, but their

cruising dreams were killed, at least temporarily.

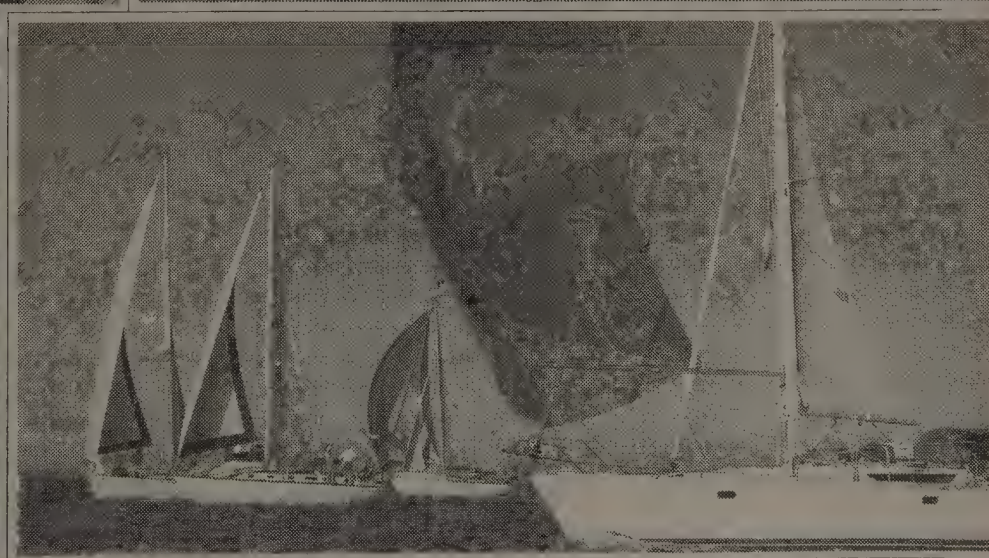
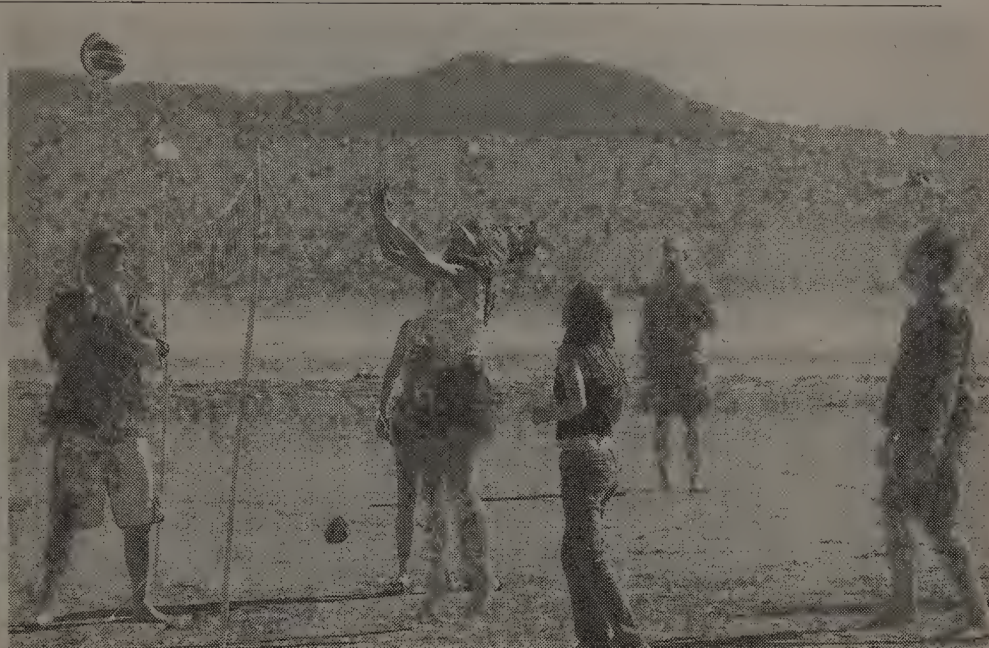
With three legs per Ha-Ha, there had been a total of 30 legs prior to the start of this year's event — and only one



— WHERE WERE YOU ON NOV 2

Turtle Bay fun. Clockwise from upper left: The Turtle Bay ladies offered barbecued lobster tails; six-year-old Tristan of 'Anamchara' found a wealth of shells on the little-used beaches; swappin' tales and striking up friendships; rush hour at the dinghy dock; volleyball was a hit at each Ha-Ha stop; Brendan treated Baba to a power surfing session; 'Paloma Blanca', flying her unmistakable chute, squeaks past her competition at the start of Leg Three; timeless and serene, this Turtle Bay beach commands a stunning view of the 9-mile-wide bay; a full moon illuminates the fleet just prior to the eclipse; the dry way to get home was aboard a fishing panga taxi.

of them had been upwind. From the start of this year's rally, Commander's Weather, the Ha-Ha's official weather service, had cautioned the fleet about a cold front slowly coming down the coast that would arrive in 48 to 60 hours with moderately strong winds on the nose and



BAJA HA-HA XI

sloppy seas. For the first two days, however, it was a mix of typical Leg One conditions — 10 to 12 knots and small seas during the day, then variable light winds at night.

The fastest sailing boats, and those boats that were motored at speed — which is always an option in the Ha-Ha — made it to Turtle Bay before the front, and therefore never saw much over 17 knots of wind or anything in the way of seas. But it was a very different story for at least half the fleet which was still further up the course. "We got murdered out there, with more than 30 knots of wind on the nose and big seas," reported Nels Toberson, a veteran of numerous Ha-Ha's with his Alameda-based Morgan Out-Island 41 *Bronco*. "During one 24-hour period, we only made 30 miles in the direction of Turtle Bay." Other experienced skippers confirmed winds from the low 20s to the very low 30s. That would make it the roughest leg of any Ha-Ha to date — at least for those who were in it.

And then there was the case of *Tequila*, the Roberts 53 ketch that had just been purchased by former college football player Quinn Closson. He was joined by several uncles and cousins who were river sailors, and by his best friend Mikey Zeck, another former college football player. After sailing 250 miles toward Turtle Bay and then encountering the strong headwinds, the river sailors demanded to be taken 180 miles back up the coast to Ensenada! A nice guy, Closson complied. After spending the night in Ensenada, just he and Mikey gave chase to the now long-gone Ha-Ha fleet. They arrived at Bahia Santa Maria exhausted, just in time for the dawn start of Leg Three, having missed all the social activities in Turtle Bay and Bahia Santa Maria.



"Lunch anyone?" Mai Dolch of 'Dolce Vita' shows proof of her fishing prowess.

that going between the islands would save them hours. "Why not do it?" Hamilton remembers saying. "There's a full moon so visibility will be excellent." Alas, their transit between the islands happened to coincide with a total eclipse of the moon!

It would be hard to find anybody — even those who didn't have bad weather — who didn't find the first leg to be the toughest. One reason is that it's the longest leg by 120 miles, and the weather is much cooler than on the other legs. Even more significant, it's during the first leg that everyone has to acclimatize themselves to being at sea, to living on a small boat, and to being awakened at 3 a.m. to stand watch. So dropping the hook at secure Turtle Bay, surrounded by scores of familiar boats, was most welcome. A few of the skippers did arrive feeling despondent. "I'm not sure this is what I expected," said one. Another threatened to sell his boat as soon as he got to Cabo. After some long uninterrupted sleep, listening to the chatter on the net, and hanging out with other Ha-Ha folks, even the lowest spirits were buoyed.

When you have 145 boats sailing 360 miles, it's equivalent to two circumnavigations, so there were countless sea stories to be told. Dave and Louise Hamilton of the San Francisco-based Sweden 38 *Sea Grace* had one of the best. Wanting to play it very safe, they decided that, rather than sailing through the 18-mile gap between the little Benitos Islands and the Catalina-sized Isla Cedros, they'd sail to the west of the Benitos. But when decision-time arrived, Louise told Dave

Spinnaker wraps were a common problem. Some crews didn't get them down until they were anchored.



The fleet camaraderie was terrific. The first two morning nets in Turtle Bay featured scores of requests for help with



autopilots, SSB radios, watermakers, diesels, torn chutes, refrigerators — and just about every boat part you could think of. In almost every case, one of the 550 people in the fleet had the appropriate expertise or part to provide assistance.

Turtle Bay, with its dirt streets, dusty little homes and sparsely supplied *tiendas*, was as charming as ever in its humble way. One nice thing about Turtle Bay is that it's real Mexico, not some tourist town. This means it doesn't have everything — as was quickly discovered by the folks looking for an ATM machine. What Turtle Bay does have is lots of shy but friendly people. The kids, of course, aren't shy for more than a minute, and look forward to the arrival of the Ha-Ha fleet as one of the most exciting days of the year. They were rewarded with Halloween treats and Ha-Ha beach balls and frisbees.

The fleet's last day in Turtle Bay is always reserved for a beach party held at a lovely venue around the corner from town, where there is nothing but beautiful vistas of the desert, sand and sea. Arriving through the small surf by din-

— WHERE WERE YOU ON NOV 2



Spread: Refreshed after a two-day rest, the fleet heads south from Turtle Bay; **Inset:** Newlyweds Russ and Jane of 'Scarlett' took 1st in class.

ghy or *panga*. Ha-Ha folks were welcomed not to a raging party — which has never been the Ha-Ha style — but an active gathering of folks who, after a collective 50,000 miles, found they had plenty to talk about. Having followed the Ha-Ha's Fourth Commandment — Thou Shalt Always Bring More To The Potluck Than You're Going To Eat — there was plenty of food for everyone, including lots of freshly caught fish. There was also volleyball, hiking the hills, skurf-boarding, bodysurfing, dancing, a tug-of-war — the ladies won, again! — and other fun activities. By the end of the beach party, it was impossible not to have made many new friends.

We've seen a lot of beautiful sights in sailing, but few more lovely than the start of the 240-mile Leg Two to Bahia Santa Maria. There was a northeasterly wind of 8 to 12 knots, the sea was flat, and the sky was clear. Furthermore, it was 80° on the water in November, the

dolphins were playing under the bow, the tuna were biting off the stern and some 120 brightly colored spinnakers and gennakers contrasted dramatically with the stark desert mountains behind them. Lovely.

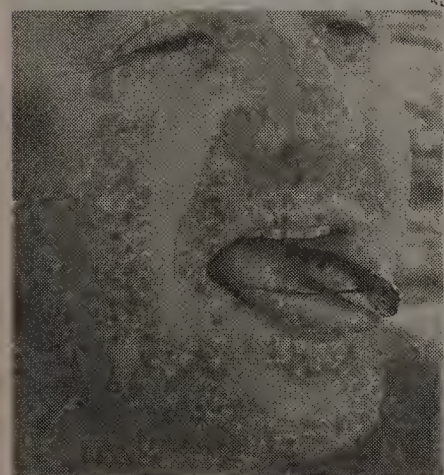
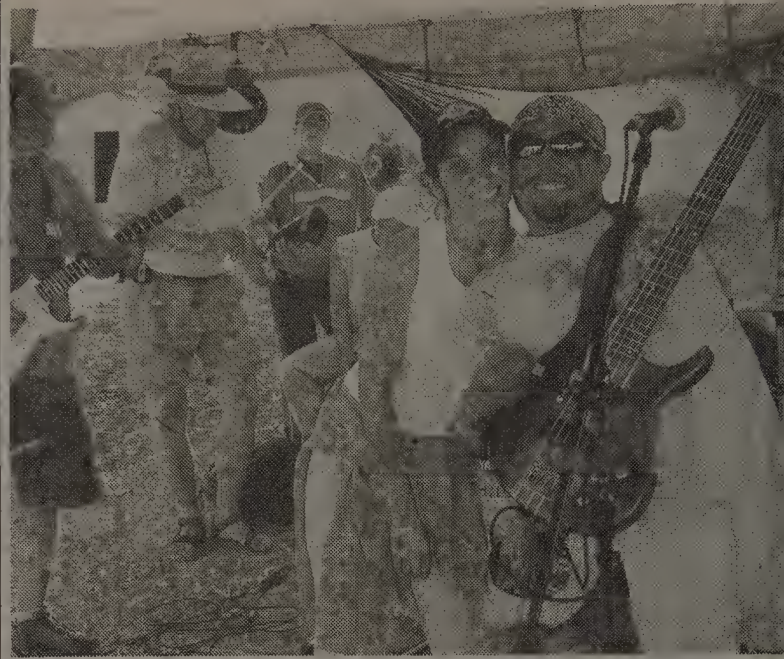
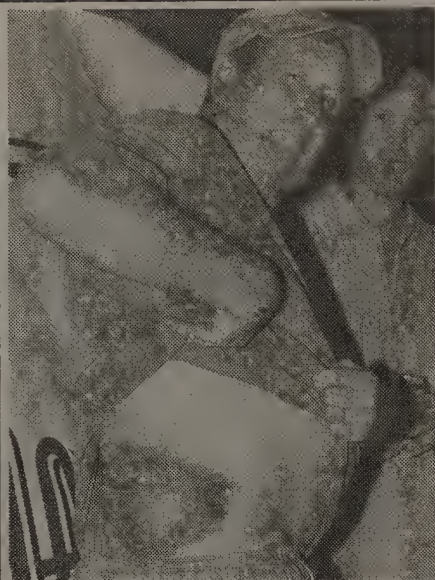
As was typical for most of the Ha-Ha, the morning northeasterly would lighten as the breeze backed to the north and northwest, then strengthen slightly toward the end of the day, and sometimes hold into the evening. So after a truly wonderful day of sailing, the fleet had a night of great sailing too, with winds re-

ported at 12 to 21 knots. Some of the faster monohulls reported hitting lots of 15s and 16s, with one skipper of a 40-ft ultralight hitting 17.1. It was during this night that most boats reached their top speeds.

The fastest boats covered the 240-mile second leg under sail in a little less than 30 hours, a nice 8-knot cruising clip for Mexico, and arrived at spectacular and uninhabited — except for the *panga* fish-

When over 120 skippers came aboard 'Profligate' for the Pusser's Rum tasting, the waterline temporarily disappeared.



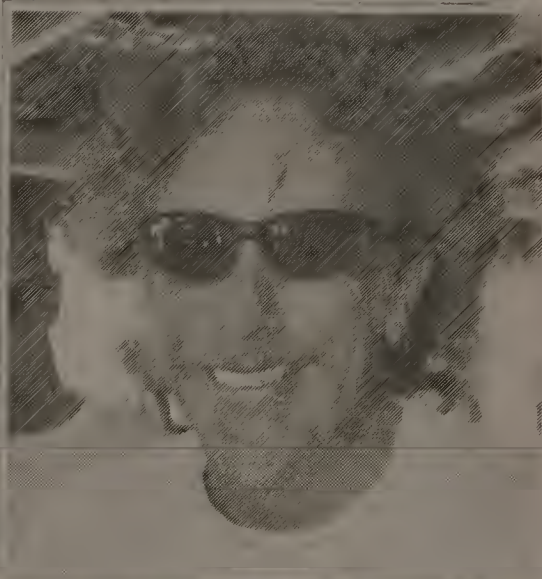
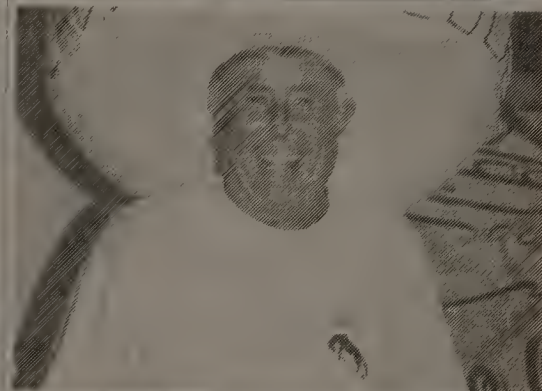
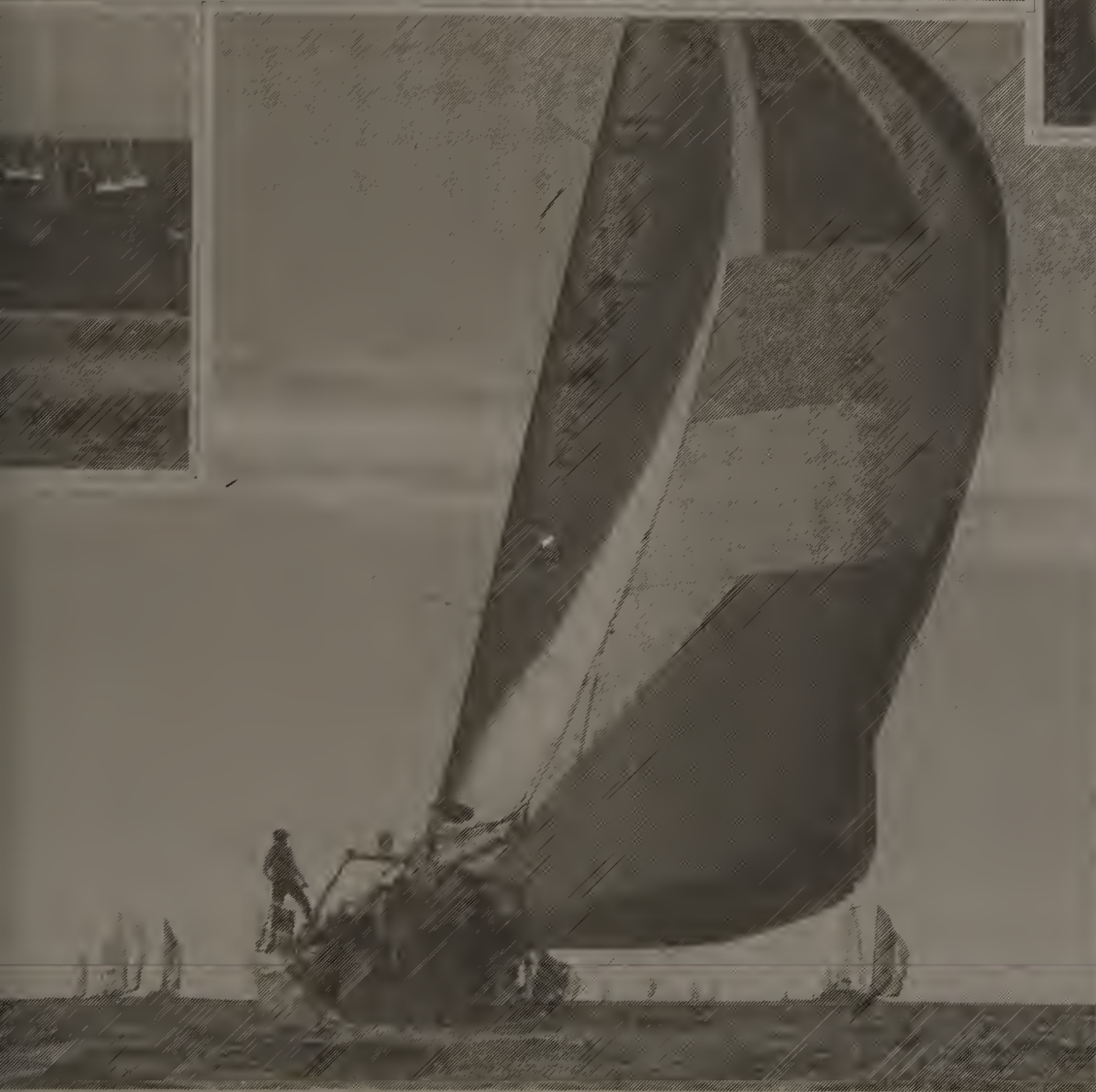


ermen — Bahia Santa Maria on the second afternoon. The earliest arriving boats were the Santa Cruz 52s and *Flying Circus*, the F-27 trimaran that had a wet but exciting ride. Within a couple of hours, a steady stream of arriving boats began, which didn't let up for about 18 hours. When you have 145 boats coming in over a period of 18 hours, that averages out to a boat arriving every seven minutes. What a hoot! About half the fleet spent the second day and at

least part of the second night at sea. Most reported fine to "idyllic" sailing conditions.

The main activities at Bahia Santa Maria were hiking to the peaks, which provide spectacular vistas of Mag Bay, Bahia Santa Maria Bay and the Pacific Ocean; hiking on the sand-dollar littered beach that goes on for miles; exploring the mangroves by dinghy; soaking up the magnificence of nature; and surfing. Bahia Santa Maria often has some great

surfing at the point, and fun surf inside near the bar to the mangroves. Unfortunately, the latter is home to sting rays. After one Ha-Ha participant got stung two years ago — the pain is severe for about four hours — we cautioned everyone to be sure to use footwear when in the shallow water. Unfortunately, Baba Muller of the La Honda-based SC52 *Isis* wasn't wearing any when she was surfing by the bar. A sting ray put a 3-inch barb into the top of her foot.



Clockwise spiral from upper left: Father and daughter, Cliff and Mattie Clark, of 'Dr. John' savor their lobster lunch at Bahia Santa Maria; JC Sprinkle of 'Misfit' shows why he won the Best Boat Bite Award; John Murphy of 'Cadence' sits in with the BSM rockers; klds revel in the surf at the Cabo beach party; Barb, the 'fleet flirt', checks out the view from atop the Mighty Quinn; Nels Torberson completed his fifth consecutive Ha-Ha, winning his class all but once; Doug Picard of 'Kanaloa' suffered a nasty knock on his noggin; John and Nancy Moore's Hunter's Child 50 'Break'n Wind' reels in the leaders during Leg Three; Carolyn found Flipper's ancestor in a BSM gully; with sons Leif, 9, and Gage, 7, along, Steve and Roma Swenson sailed all the way aboard their Hallberg Rassy 46 'Trinity'; Chris enjoys a midday snack; the fleet assembled at Bahia Santa Maria.

There were two other significant activities at Bahia Santa Maria. The first was a rum-tasting for skippers only

aboard *Profligate*, put on by Ha-Ha sponsor Pusser's Rum. With over 120 skippers on the boat at once to get their rum

and Pusser's caps — for which some were immediately offered \$20 by crew members — it was a little too crowded. Next year there will be two 'tastings'.

Following the rum-tasting was the beach party on the bluff overlooking the fleet. Although the bay is only inhabited by panga fishermen who live in crates, each year our old friend Victor manages to put together all the stuff and staff necessary to sell 500 fish and lobster dinners, complete with salad, rice, and

BAJA HA-HA XI

beans, for \$12. He also had plenty of cold beer. To top it off, he brought back the Penguins, a six-person rock 'n roll band from La Paz. You don't really know the meaning of surreal until you've been to the Bahia Santa Maria beach party and realize this spectacular area is all but vacant the other 363 days of the year. The Ha-Ha folks showed their appreciation by collecting over \$300 for the band, which played for tips alone.

It was the Ha-Ha fleet's good luck to be tucked in at Bahia Santa Maria on those two particular days, because on the second day another strong front had come down from the north. Bahia Santa Maria is so well-protected that the fleet

couldn't feel it, but it was so rough outside that even the Mexican shrimpers and other big fishing boats came in seeking shelter.

We've done the third leg of the Ha-Ha 10 times, and it's provided us with some of the nicest light-air, flat-water sailing we've ever done. Because nobody wants to spend two nights at sea when covering the last 180 miles, the start of the Leg Three begins about 40 minutes before the sun comes up! Fortunately, there was another nice



Living the life! The picture tells the story: 'Unbelievable' screams along with a big chute up while a crewman fillets a freshly-caught fish.

2004 Baja Ha-Ha XI Finishers

Timekeeper's Note: Amazingly, there were ties for third in every division! (A + beside a finishing rank indicates special accomplishment)

'AGAVE' Division

1) Vinmar	Ranger 33	Scott Haselton	San Diego, CA
2) Full Moon	Cal 2-29	Neal Groff	Victoria, BC
3) ConsumMate	Hunter 29	Rick Whitfield	Richmond, CA
3) Puzzle Duck	Pearson 30	L. Burgoyne & J. Kammer	San Diego, CA
3) My Turn	Scampi 30	John Hart	Redlands, CA
3) Serenity	Hunter 310	Nick & Ellen Stephens	San Diego, CA
3) Con Te Partiro	Bristol 32	Jeannette Heulin	Emeryville, CA
3) Tournesol	Valiant 32	Scott Duncan & Pam Habek	San Francisco, CA
3) Fast Forward	C&C 34	J. Michael Dungan	Berkeley, CA
3) Antionette	Cal 34	Frank & Gail Connors	Sausalito, CA
3) Aquamarine	Ericson 34	The Lab Family	San Diego, CA
3) Amazing Grace	Nassau 34	John Hill	Sunnyvale, CA
3) Vamoose	Columbia 10.7	Mike Meyers	Long Beach, CA

'BURRITO' Division

1) Last Resort	Tayana 37	Steve & Susan Tolle	Seattle, WA
2) Rod Lee	Bounty II 41	John Hardisty	Pt. Richmond, CA
2) Moana	Downeast 32	Sam & Sally Peterson	San Diego, CA
3) Maya	Westail 32	Rick Meyerhoff	Sausalito, CA
3) Nadia	Hans Christian 33	John Gratton & Linda Hill	San Francisco, CA
3) West Wind	Cozzard 36	Chris O'Brien	Bellingham, WA
3) Oz	Talisman 37	J. Pasternak & A. Schnell	Pt. Townsend, WA
3) Serenity	Downeast 38	Glenn Damato	Redwood City, CA
3) Cracker Box	Hans Christian 38	John & Marilyn Graham	San Francisco, CA
3) Zester	Roberts 38	Charles & Grania Lindberg	Napa, CA
3) Cadence	Fast Passage 39	John Murphy	Sausalito, CA
3) Nala Setia	Bounty II 41	The Cameron Family	Fern Ridge, OR

'CEVICHE' Division

1) Mai Pen Rai	Islander 36	Noble & Barbara Brown	Benicia, CA
2) Anamchara	Jeanneau 36	The Sauer Family	Somers, MT
3) Dream Chaser	Beneteau 350	George & Sue Stonecliffe	Portland, OR
3) Transcendence	Cascade 36	Jim Reavis & Kay Endres	Portland, OR
3) Con Te Partiro	Hallberg-Rassy 36	Mark & Diane Rector	Seattle, WA
3) Some Day	Islander 36	Thomas Michael Gray	Berkeley, CA
3) Misfit	Islander 36	IC Sprinkle	Stockton, CA
3) 36 Double D's	Islander 36	Dale Shearly & Dena Rutan	Livermore, CA
3) Jellybean	Pearson 36	Marlene & Roy Verdery	Sausalito, CA

'DESPERADO' Division

1+) Denali	Irwin 38	John Newstead	Coronado, CA
2) At Last	Sabre 38	DeLayne Brink	Bellingham, WA
3) Avanti	Jeanneau 37	Sam & Nadia Calmes	San Leandro, CA
3+) Wildfire	Hunter 37	Dale Miller	Sacramento, CA
3) Solstice	Pacific Seacraft 37	John Alden	King Harbor, CA
3) Wild Rose	Tartan 37C	Lori Warner	Stockton, CA
3) Zephyrus	Cheoy Lee 38	Dan & Lorraine Olsen	San Diego, CA
3) Stargazer	Morgan 38	Nick & Nic Bushnell	Concord, CA

3) Halcyon	Pearson 385	Bill Rogers	Portland, OR
3) Pangea	Swan 38	John & Lisa Harlan	Portland, OR
3) Sea Grace	Sweden 38	Dave Hamilton	San Francisco, CA

'ENCHILADA' Division

1) Scarlett	CS 40	Russ Eichner & Jane Powell	Benicia, CA
2) Eos	Freedom 40	Stephen & Lynel Lemon	Santa Barbara, CA
3) L'Esperance	Beneteau 393	Skip & Mimi Felmar	San Pedro, CA
3) Rejoice	Cal 39	Wayne McKinnon	San Diego, CA
3) Sea Bee	Sweden 39	Joseph Buchman	San Francisco, CA
3) Liberty Call	Catalina 400	Gene & Sue Grabb	San Diego, CA
3) Cherokee Eagle	Catalina 400	Roger & Mona Elliott	San Francisco, CA
3) Musie	Island Packet 40	Bruce & Bobbie McPherson	Sausalito, CA
3) Ranger	Hunter 42	Paul Miller	Marina del Rey, CA
3) Rendezvous	Jeanneau 40	Jerome Nickerson	Dana Point, CA
3) Patagonia	Passport 40	Ricardo & Gloria Klenk	Emeryville, CA

'FRIJOLE' Division

1+) Bronco	Morgan 41	Nels Torberson	Alameda, CA
2) Moonlight	Hunter 42	Ron Olson & Yen Trinh	Oxnard, CA
3) Cupid	Hunter 410	Walt & Mary Lee Morgan	Lahaina, HI
3) Dolfinio	Catalina 42	Rick Ujoio	Marina del Rey, CA
3) Sand Castle	Catalina 42	Kelly & Kathleen O'Day	Cottonwood, CA
3) Fandango	Cheoy Lee 42	Peter & Shawna Mymer	Pt. Richmond, CA
3) Fenella	Hunter 42	Hal & Kyle Hintze	San Diego, CA
3) Sea Eagle	Hunter 42	Dan & Marie Kinnear	Long Beach, CA

'GUACAMOLE' Division

1) New Morning	Swan 44	Russ Irwin	Sausalito, CA
2) Jambo	Tanton 44	Evan & Flossie Gull	Aspen, CO
3+) Moir	Valiant 42	Larry & Susan Shick	San Francisco, CA
3+) Persistence	Kelly Peterson 44	Tom & Wendy Hofman	San Francisco, CA
3) Traveler	Passport 42	Dennis & Joan Hadley	San Marcos, CA
3) Bonnie Belle	Beneteau 433	George & Paul Kornhoff	Long Beach, CA
3) Thunder	Columbia 43	Jack Brady	Brisbane, CA
3) Sea Esta	Kelly Peterson 44	Bill & Gia Cosbie	San Rafael, CA
3) Eleytheria	Kelly Peterson 44	Abe & Amy Oros	San Francisco, CA
3) Po'oino Roa	Kelly Peterson 44	Jerry & Kathy McGraw	Newport Bch, CA
3) Miel	Moody 44	Bill & Karen Vaccaro	Chico, CA
3) Star Dancer	Outbound 44	Dave & Mary Ann Plumb	Berkeley, CA

'HUEVOS RANCHEROS' Division

1) Finisterre	Nautic Saintonge 44	Mike & Kay Heath	San Francisco, CA
2) Wizard	Mason 44	Frank & Dianne McLone	San Diego, CA
3+) Windy Dancer	Cal 2-46	John Brandes	Seattle, WA
3) Ahwahnee	Pearson 424	Tom & Kathy Edwards	Portland, OR
3) Seabird V	Whitby 42	The Gardner Family	San Francisco, CA
3) Maggie Drum	Whitby 42	Joe & Cindy Barnes	Anacortes, WA
3) Shearwater	Westail 43	Robert & Terry Hood	Monterey, CA

— WHERE WERE YOU ON NOV 2

northeasterly of 8 to 12 knots to get the fleet off to another good start. Once again there were many colorful chutes to be seen against the background of stark desert mountains, these being the ones that are sentinels to the entrance to Mag Bay.

As predicted by Commander's Weather, the wind went very light as it backed to the northwest. Several crews

took advantage of the opportunity to go swimming for the first time, as the water was now quite warm. The wind gradually picked up to about 10 or 12 knots, allowing for even more beautiful flatwater sailing throughout the afternoon and into the evening, under the mantle of a brilliant Milky Way. By about midnight the wind shifted back to the northeast, bringing the scent of the desert. We'd been having a great duel with the SC 52s and HC 50 up to this time, but then — click! — the wind shut down. There wasn't much of a sea, but it was enough to create extreme slatting. It was with regret that *Profligate* and many other boats fired up their engines.

It was in the wee hours of the morning that most of the boats crossed 23.5°, and thus officially entered the tropics — and it felt like it. When dawn broke, a very warm sun came up directly over Cabo Falso. As we looked to port and starboard, and forward and aft, there were Ha-Ha boats all around. Taking advantage of a morning offshore breeze, we set and carried a big gennaker for the final glorious miles. Some folks dream of rounding Cape Horn in a snow-streaked gale with 30-foot seas. Not us, we're pleasure sailors, so the Ha-Ha remains a special treat.

The last leg of every Ha-Ha is marked by participants begging to be assigned a

3) <i>Windcastle</i>	Spindrift 43	Doug Nash	Dana Point, CA
3) <i>Dr. John</i>	Custom 45 ketch	The Clark Family	Fairfax, CA
3) <i>Seangel</i>	Downeast 45	Mark & Debra Wilson	Long Beach, CA
3) <i>Snow Goose</i>	Cal 2-46	Frank & Dayna Howard	Huntington Bch, CA
3) <i>Iron Rose</i>	Cal 2-46	Don & Linda Anderson	San Diego, CA
3) <i>Liberty</i>	Cal 3-46	Tom Reagan & Nancy Belet	Dana Point, CA

'IGUANA' Division

1+) <i>Trinity</i>	Hallberg-Rassy 46	The Swenson Family	Seattle, WA
2+) <i>Paloma Blanca</i>	Jeanneau 45.2	Tom Dameron	Las Vegas, NV
3) <i>Blue Point</i>	Nordic 46	Patrick Price	Monterey, CA
3) <i>Sun Break</i>	Hunter 450	David & Leslie Emery	San Diego, CA
3) <i>Libertad</i>	Amel Maramu 46	Dennis & Virginia Johns	Santa Barbara, CA
3) <i>Tenacious</i>	Beneteau 45F5	Michael & Steen Wagner	Sausalito, CA
3) <i>Sage</i>	Beneteau 461	Bill & Joan McKnight	Larkspur, CA
3) <i>Ayu</i>	Hallberg-Rassy 46	Mike & Jan M. e	Sonoma, CA
3) <i>Freezing Rain</i>	Hallberg-Rassy 46	Don & Marie Irvin	Gig Harbor, WA
3) <i>Lyric</i>	Hunter 46	Firman & Jeal Smith	Bellevue, WA
3) <i>Bruja Marina</i>	Hunter 466	Joaquin & Griselda S	Ventura, CA
3) <i>Chalet Mer</i>	Irwin 46	Gene & Pat Gehlbach	San Francisco, CA
3) <i>Wanderer III</i>	Kelly Peterson 46	Bob & Joanne Bonton	Dana Point, CA
3) <i>Kanaloa</i>	Kelly Peterson 46	The Picard Family	Monterey, CA

'JALAPENO' Division

1) <i>Unbelievable</i>	Beale 47	K. Stahnke & J. Sullivan	Sausalito, CA
2+) <i>Solar Planet</i>	Beneteau 51	Leif Vassstrom	San Francisco, CA
3) <i>Semonship</i>	Beneteau 473	John & Kay Semon	Port San Luis, CA
3) <i>Tanoshii</i>	Tayana 47	Dick Locke & Carol Itami	Walnut Creek, CA
3) <i>Jamboree</i>	Island Packet 485	Bruce & Nora Slayden	Sisters, OR
3) <i>Lily Mae</i>	CT 49	Simon & Charlyn Anderson	Las Vegas, NM
3) <i>Raptor Dance</i>	Valiant 50	Bill Finkelstein & Mary Mack	Santa Rosa, CA
3) <i>Sula</i>	Hallberg-Rassy 53	The Lockard Family	Seattle, WA

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'KILO' Division

1) <i>Angel</i>	Cheoy Lee 47	Scott Morris	Alameda, CA
2) <i>Seayanika</i>	Vader 49	Erik & Katriana Vader	Vista, CA
3) <i>Dharma</i>	Culistar 50	Laney & Rudy Ortega	San Francisco, CA
3) <i>Pegasus</i>	Formosa 51	Robert Mathews	San Diego, CA
3) <i>Tequila</i>	Roberts 53	Quinn Closson	San Diego, CA
3) <i>Om</i>	Tradewinds 55	Ahmed Agrama	Los Angeles, CA
3) <i>Relax</i>	Crealock 57	Ron & Beverly Jordan	San Diego, CA

'LANGOSTINA' Division

1+) <i>Hangover</i>	Olson 40	Len & Norma Brownlow	Channel Is., CA
2+) <i>Air Power</i>	J/41	Bob Crimes	Richmond, CA
3) <i>Elusive</i>	Express 37	Dick & Carol Desmarais	Brisbane, CA
3) <i>Alchera</i>	J/120	Mark Deppe & Carla West	San Francisco, CA
3) <i>Kokopelli</i>	Santa Cruz 40	Kevin Rooney	Davenport, IA
3) <i>Break'n Wind</i>	Hunter's Child 50	John & Nancy Moore	Alameda, CA
3) <i>Equity Kicker</i>	Santa Cruz 52	Karsten Mau	San Jose, CA
3) <i>Incantation</i>	Santa Cruz 52	David Ratner	Vancouver, BC
3) <i>Isis</i>	Santa Cruz 52	Brendan Busch	La Honda, CA

'MARGARITA' Division

1+) <i>Flying Circus</i>	F-27 tri	Dave Martin	Sacramento, CA
2+) <i>New Focus</i>	Catana 431 cat	Paul Biery	San Francisco, CA
3) <i>Cat'n About</i>	Gemini 3000 (30) cat	Rob & Linda Jones	Whidbey Is., WA
3) <i>The Last Duck</i>	Gemini 105 (33) cat	Ray Edwards	Verdi, NV
3) <i>Only Four</i>	Lagoon 35 cat	Michael & Patricia Favier	Mesa, AZ
3) <i>At Last</i>	Lagoon 410 cat	Mike & Neila Pardue	Alameda, CA
3) <i>Savannah</i>	Williams 41 tri	Teal & Linh Cohen	Seattle, WA
3) <i>Laelia</i>	Kennex 420 cat	Howard & Judy Wang	Ventura, CA
3) <i>Perception</i>	Kronos 45 cat	Glenn Fagerlin	San Francisco, CA
3) <i>Dolce Vita</i>	F-P 56 cat	Mai Dolch	Belvedere, CA
3) <i>Profligate</i>	Surfin' 63 cat	Rally Committee	Tiburon, CA

'NO COMPRENDE' Division

3) <i>Capella</i>	CHB trawler	Craig & Barbara Ashley	San Francisco, CA
3) <i>Megabyte</i>	Maxum 4600	Dave & Debbie Lenartz	Coeur d'Alene, ID
3) <i>Freedom</i>	Offshore 54	David & Anneke Dury	San Francisco, CA

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BAJA HA-HA XI



berth in Marina Cabo San Lucas. Thanks to extreme efforts by Assistant Poobah 'Banjo' Andy, marina office manager Norma Flores and dock manager Augusto Gutierrez, they were able to accommodate a Ha-Ha record 50 boats. The irony was that by the second day there were more berths available, but by then nobody wanted them. The first night on the hook in the bay had been pretty roly, but after that it settled down. And when it's not roly, anchoring out is a great — and inexpensive — place to be.

We'll not bore you with the details of the Ha-Ha night at Squid Roe, of the beach party at Mangos, or of the Awards Party in the beautiful parking lot of Marina Cabo San Lucas — which donated 1,200 beers and other beverages. But

"We made it!" Following a longtime Ha-Ha tradition, members of the Class of '04 gathered for a group photo on the warm Cabo sands.

they were all fun. What we want everyone to know is that all 145 finishers got pretty much the same simple awards because the Ha-Ha philosophy is that everyone who finishes is a winner. However, special lime-green Ha-Ha shirts were awarded to the five 'soul skippers' in recognition of the fact that they and their crews had sailed the entire way: Nels Torberson of the Alameda-based Morgan Out-Island 41 *Bronco*; Tom Dameron of the Las Vegas-based Jeanneau 45.2 *Paloma Blanco*; the Swenson family of the Seattle-based Hallberg-Rassy 46 *Trinity*; Len and Norma Brownlow of the Channel Islands-

based Olson 40 *Hangover*; and Dave Martin of the Sacramento-based F-27 tri *Flying Circus*. Bob Grimes of the Richmond-based J/41 *Air Power* missed out by having motored for 15 minutes!

The Spirit of the Ha-Ha Award, a Pusser's Rum flagon, was presented to the Swensen family — Steve and Roma, and sons Leif, 9, and Gage, 7. For despite having just two adults, and having to oversee two youngsters, they demonstrated what could be done. They hope to continue on around the world.

In closing, the Grand Poobah would like to thank the entire fleet for being so terrific. With 145 boats it was a big fleet to manage, but thanks to everyone having a great attitude and being so efficient on the radio, things went very smoothly. Because of all of you, we were able to have a blast ourselves!

Do you know where you're going to be October 24 to November 5th of next year? We do — enjoying new sailing adventures and making great new friends — on Baja Ha-Ha XII. We hope you can join us.

— the grand poobah

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GREAT PUMPKIN REGATTA

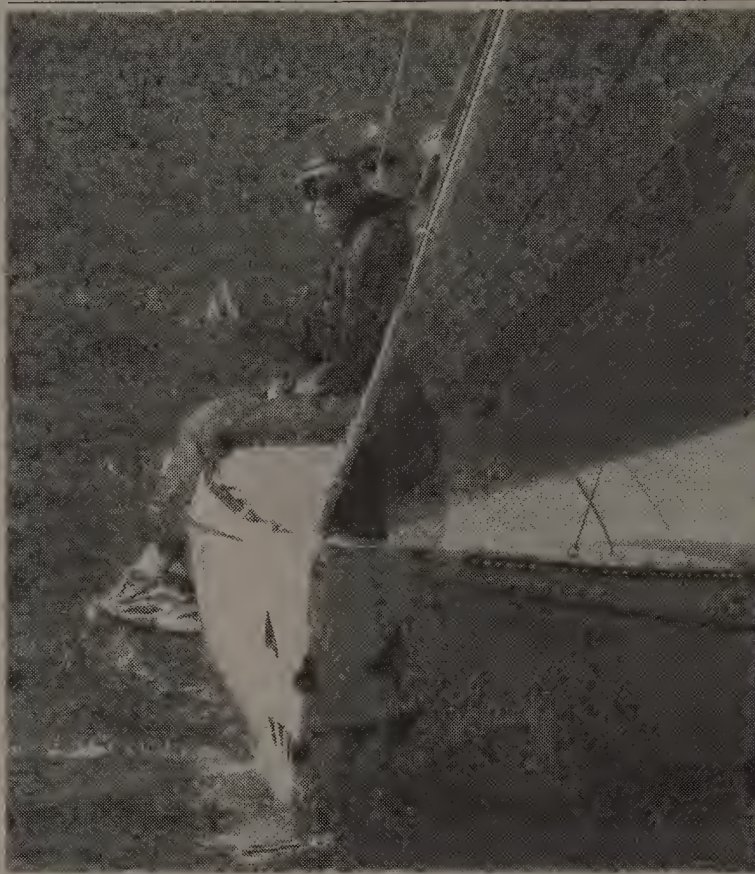
Richmond YC's popular Great Pumpkin Regatta — the Bay Area's traditional celebration of the changing sailing seasons — occurred in splendid Indian Summer conditions on October 30-31. Though the wind was fairly anemic, it didn't deter anyone on the 204 entered boats from enjoying the weekend. "The sailing was pretty slow," admitted regatta chairman Kers Clausen, "but the Saturday night party was epic, one of the best we've ever had!"

The Pumpkin format, which hasn't changed much over the last two decades, once again involved three scheduled buoy races on Saturday, a Halloween dinner/dance on Saturday night, and a purely-for-fun 12.5-mile pursuit race on Sunday. Elevating the Pumpkin to 'event' status were its usual trimmings — kegs of free beer, two bands, a costume contest, the Donald Crowhurst Memorial Trivia Quiz, the Sunday morning gin fizz stand, and so on. There was even a flea market in the parking lot, which raised nearly \$4,000 for the RYC Foundation (among other things, they unloaded five boats, including a Banshee and an I-14).

"It's an 'old fashioned' regatta, run without sponsorship by about 75 volunteers from the club," claimed Eric Arens. "Everyone gets involved, which is part of why it is so much fun."

Saturday's racing saw 134 boats drifting around in 22 classes. The racing was spread out over three venues — Southampton (Clausen was the PRO), Olympic Circle (Arens) and Deep Water (Susan Chamberlin and Bob Branstad) for the biggest boats. The two inner courses got off three quick races, but the Deep Water course only managed two. In a departure from the Pumpkin's one design roots, the latter course also featured an 'Open' division for bigger PHRF boats for the first time, which Commodore Tompkins won on a tiebreaker with his maroon Wylie 39 *Flashgirl*.

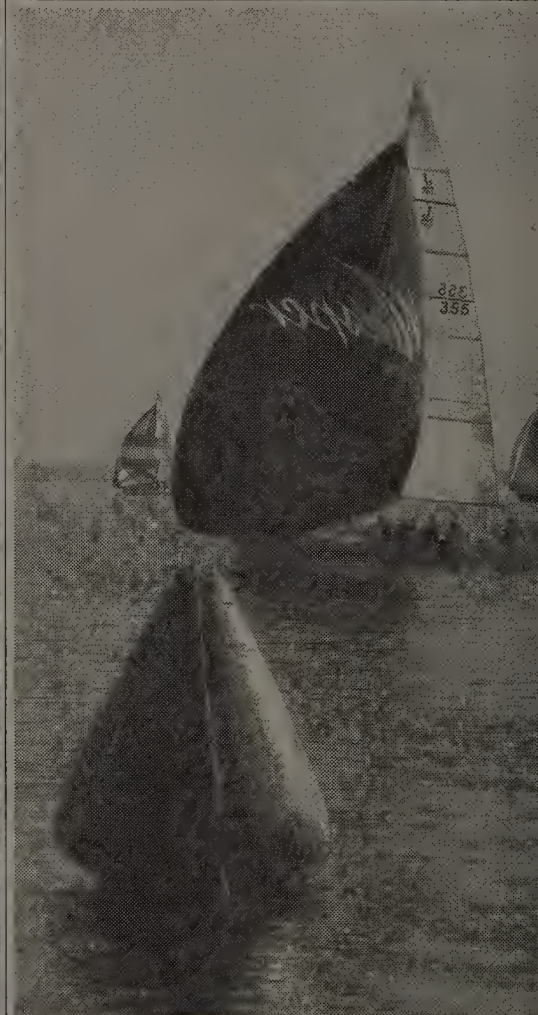
Other noteworthy performances were turned in by *Attitude Adjustment*, which Scott Easom steered to straight bullets in the Express 27 class; and Kim Desenberg's *Mr. McGregor*, which likewise trounced the Wylie Wabbits. Scott Sorensen's *Little Boat of Horrors* topped the largest and most competitive class, the 22-boat Moore 24s, which includes the entire Pumpkin weekend as the last of nine events on their summer Roadmaster Championship. Sorensen, sailing with John Kernot, Maria Flores, and Chris Chapman, ended up second overall for



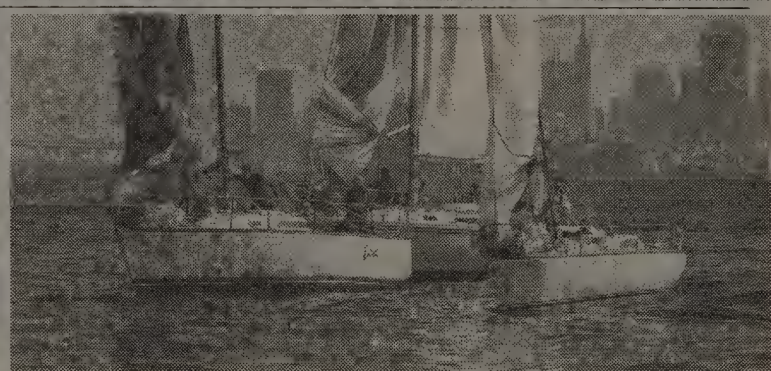
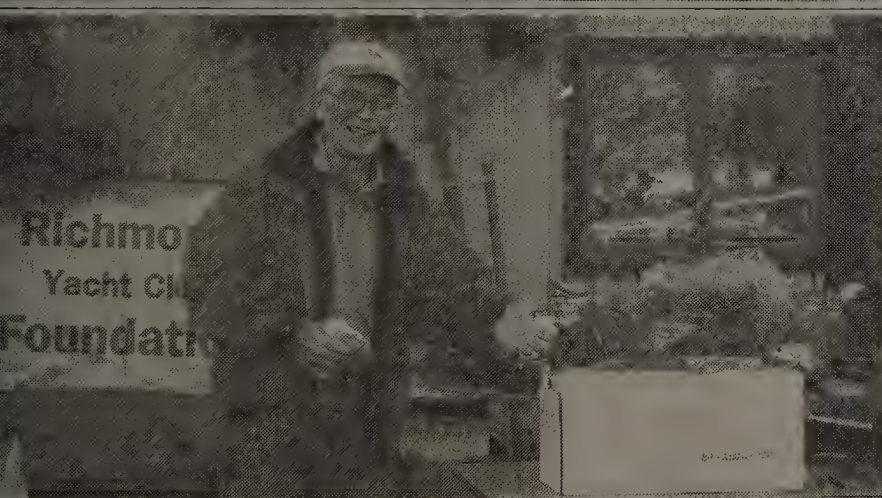
Scenes from the windless Pumpkin Patch, clockwise from above — The Moore 24 'Tranya' sported clever Halloween graphics; 'Whisper' leading the J/105s on Saturday; we have no idea who these two people are, which is probably just as well! All photos 'Latitude'/rob except as noted.



GAIL YANDO



— THE BUTLER DID IT



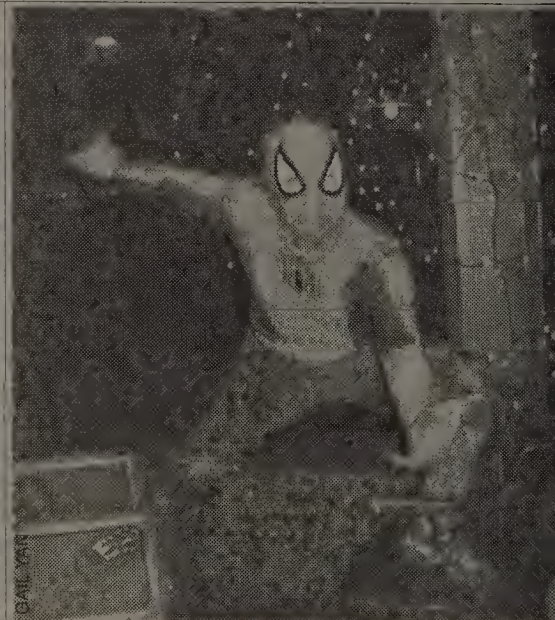
Clockwise from top: The 'right way' bunch creeps through the Straits; a trio of boats rafting up for lunch during the Pursuit Race; 'Mr. Magoo' receiving the Great Pumpkin quiz before the start on Sunday; Doug McVae hawking pre-owned 'treasures' for the RYC Foundation.



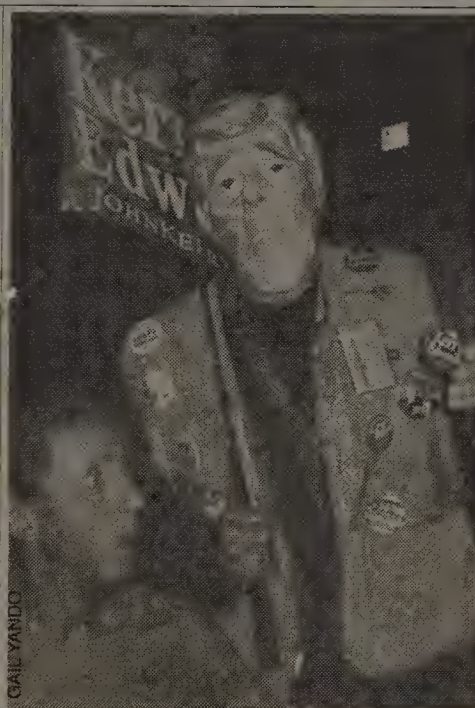
GREAT PUMPKIN REGATTA



Great Pumpkin, cont'd — Top, the 'wrong way' crowd came to a screeching halt upon entering the Straits; 'Astra' and 'Freedom Dance' pass in opposite directions; Craig Perez was brilliant as Spider-Man; Scott Sorensen's 'Little Boat of Horrors' won the Moore 24 class on Saturday; Moore 24 skippers swept the Pursuit Race, from left — Scott Sorensen, winner Brad Butler, and Rowan Fennell.



— THE BUTLER DID IT



Pumpkin pics, cont'd — Shirtless sailing on the Richmond Riviera; John Kerry worked the crowd, unfortunately to no avail; 'Pelican' kidnapped the steel drum band and forced them to play throughout Sunday's hour-long start; the J/109 'Knots 2' going about, well, two knots; the Express 27 'Attitude Adjustment' topped off a great year with a three-bullet performance on Saturday.



GREAT PUMPKIN REGATTA

the season behind Rowan Fennell's *Paramour*.

Sunday's Pursuit Race, aka the Two Island Fiasco, was a mindbender. From the Southampton starting line, the 132-strong fleet split just about equally between going clockwise or counterclockwise around Angel and Alcatraz islands. Counterclockwise (i.e., Angel Island first) was the ticket this year, and it helped to be an early starter to get through Raccoon Strait before the wind faded.

Topping the fleet was the ultimate Roadmaster, Brad Butler, who tows his black Moore 24 *Eclipse* down here from Seattle for all the big Moore 24 events ("One design and wind — it's worth the commute!" he claimed). Butler, with crew Steve Trunkey, Terry Williamson, and Ian Beswick, led a Moore 24 sweep of the Great Pumpkin Race, with *Paramour* second overall and *Little Boat of Horrors* third. No doubt the Seattleites were smiling all night on their long haul home.

Though it wasn't obvious off the starting line — or even at the halfway point — the clockwise option was a complete bust this year, stranding the boats in the Straits downwind against the building ebb. The first 'wrong way' boat, Cam Lewis' Melges 24 *Tinseltown Rebellion*, came in 61st, behind almost every 'right way' boat.

Among the wrong-way dropouts, Steve Madeira, skipper of the ubiquitous J/120 *Mr. Magoo*, offered the best excuse: "We felt bad about quitting, but I had to get my 10-year-old daughter Kacie home to go trick or treating!"

— *latitude / rkm*



"We don't need no stinkin' local knowledge!" — The Seattle-based 'Eclipse' gang won the diabolical Pursuit Race — and also picked up a pumpkin! From left: Steve Trunkey, Terry Williamson, Ian Beswick, and Brad Butler.

DEEP WATER COURSE (2 races):

OPEN — 1) *Flashgirl*, Wylie 39, Commodore Tompkins, 3 points; 2) *Sensation*, 1D-35, Rodney Hagebols, 3; 3) *Spindrift V*, Express 37, The Wrights, 8; 4) *Sensational*, 1D-35, Gary Fanger, 9. (10 boats)

J/120 — 1) *Chance*, Barry Lewis, 3 points; 2) *Desdemona*, John Wimer, 5. (5 boats)

BENETEAU 36.7 — 1) *Oni*, Peter Krueger, 3 points; 2) *Mistral*, Ed Durbin, 5. (5 boats)

OLYMPIC CIRCLE COURSE (3 races):

J/105 — 1) *Aquavit*, Tim Russell, 6 points; 2) *Whisper*, Eden Kim, 9; 3) *Jitterbug*, Joe Wells, 10; 4) *Tiburon*, Steve Stroub, 13. (10 boats)

99-RATERS — 1) *Razzberries*, Olson 34, The Nesbits, 4 points. (3 boats)

OLSON 30 — 1) *Wraith*, Ray Wilson, 5 points; 2) *Family Hour*, The Bilafers, 6. (5 boats)

SF-30s — 1) *Jeannette*, Tartan Ten, Henry King, 4 points; 2) *Redux*, Olson 911-S, Nick & James Barnhill, 5; 3) *Dreamtime*, Olson 911-S, Roger Craine, 11. (8 boats)

WYLIECAT 30 — 1) *Silkye*, John Skinner, 6 points; 2) *Tinsley Light*, Doug Ehrenberg, 8; 3) *Catalyst*, Martine Stice, 8. (7 boats)

J/29 — 1) *Bay Loon*, Joseph Ferrie, 3 points. (1 boat)

ANTRIM 27 — 1) *Arch Angel*, Bryce Griffith, 4 points; 2) *Always Friday*, John Liebenberg, 5. (6 boats)

EXPRESS 27 — 1) *Attitude Adjustment*, The

Hoys/Scott Easom, 3 points; 2) *Expressway*, Ross Groelz, 7; 3) *Strega*, Larry Levit, 13; 4) *Dianne*, Steve Katzman, 15. (9 boats)

SOUTHAMPTON COURSE (3 races):

HAWKFARM — 1) *El Gavilan*, Jocelyn Nash, 3 points. (2 boats)

OLSON 25 — 1) *Baleineau*, Charlie Brochard, 6 points; 2) *Hamburger Haus*, Jens Jensen, 7. (6 boats)

MERIT 25 — 1) *Loose Lips*, Phill Mai, 4 points; 2) *Half Fast*, Bill Schwob, 8. (4 boats)

MELGES 24 — 1) *Tinseltown Rebellion*, Cam Lewis, 3 points. (2 boats)

WYLIE WABBIT — 1) *Mr. McGregor*, Kim Desenberg, 3 points; 2) *A Wild Hare*, Greg Byrne, 8; 3) *Furrari*, Peter & Angie Rowland, 9. (8 boats)

MOORE 24 — 1) *LBOH*, Scott Sorensen, 13 points; 2) *Sparrowhawk*, Vaughn Seifers, 14; 3) *Mercedes*, Joel Verutti, 15; 4) *Tranya*, Collen Maxwell, 16; 5) *Paramour*, Rowan Fennell, 16; 6) *One Moore*, Tom Wondollock, 22; 7) *Scarlett*, Beau Vrolyk, 24; 8) *Wet Spot*, Michael O'Callaghan, 26; 9) *Sunshine*, Stan Martin, 28. (22 boats)

J/24 — 1) *TMC Racing*, Michael Whitfield, 7 points; 2) *Nice Shot*, Mark Sutton, 10; 3) *Nixon Was Cool*, Chet Chauhan, 16; 4) *Phantom*, John Gulliford, 18. (9 boats)

J/22 — 1) *Travieso*, Jack Allen, 4 points. (2 boats)

SANTANA 22 — 1) *Carlos*, Jan Grygier, 3 points; 2) *Nirvana*, Richard Reader, 8. (5 boats)

ULTIMATE 20 — 1) *Cinderella Story*, Jennifer Andrew, 3 points. (3 boats)

CAL 20 — 1) *Andalusia*, Luther Greulich, 3 points. (2 boats)

GREAT PUMPKIN PURSUIT RACE (12.5 miles):

1) *Eclipse*, Moore 24, Brad Butler; 2) *Paramour*, Moore 24, Rowan Fennell; 3) *Little Boat of Horrors*, Scott Sorensen; 4) *Cotton Candy*, Express 27, Ralf Morgan; 5) *Current Asset*, Islander 30, John Bowen; 6) *Buster*, Wylie Wabbit, Andy Hamilton; 7) *Family Hour*, Olson 30, The Bilafers; 8) *Challenger*, Merit 25, Douglas Chew; 9) *Sunshine*, Moore 24, Stan Martin; 10) *Think Fast*, Olson 30, Helmut Zarth. (132 starters)

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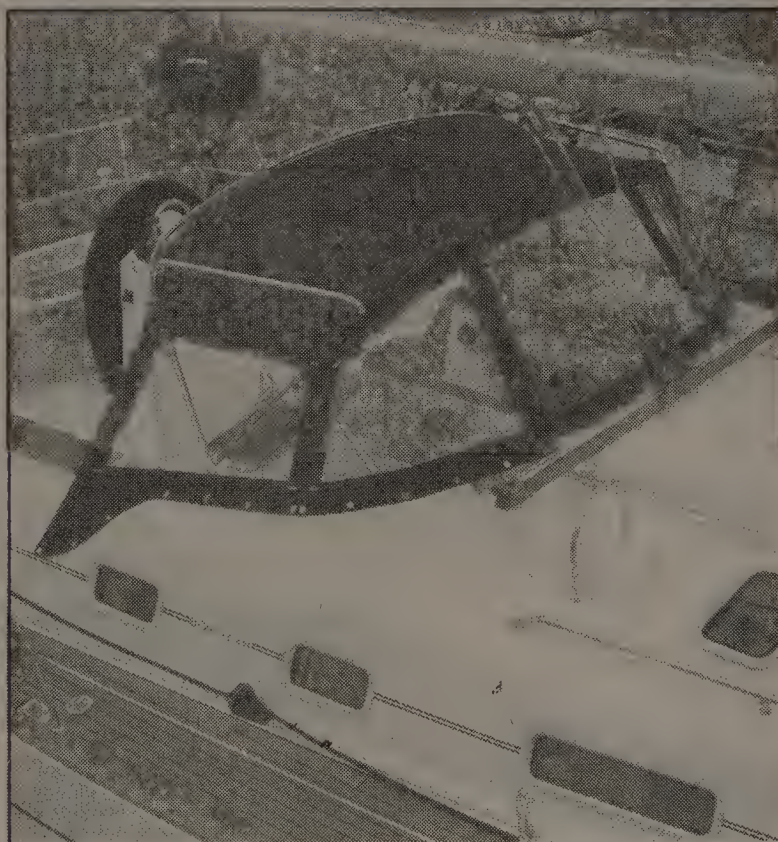
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THE LATITUDE 38 INTERVIEW, PART THREE

MIKE HARKER

What do you do when your hang glider comes apart in mid-air, you free-fall 400 feet and — after you come out of the coma, the doctors tell you you will never walk again? If you're Mike Harker, you set walking as just one more goal in a lifetime of adventure — and you achieve it. That story is just part of what readers learned about this amazing 56-year-old photographer and film producer in Part One of our interview with Mike in the October issue. In Part Two last month, we traced Harker's cruise through the Canal, across the Atlantic and around the Med aboard his Hunter 466 Wanderlust. This month, in our final installment, Mike finally arrives back home in Manhattan Beach — to start planning for the next voyage.

38: Did you find crew for your Atlantic crossing back to the Caribbean?

Harker: For once I did find crew. One was a 23-year-old Swedish guy fresh out of the Navy. He was looking to sail across in the Atlantic Rally for Cruisers (ARC) that was going to start a week after I intended to take off. But he came with us. The other was a 22-year-old German guy I'd met because I speak German. He'd gone to the Canaries with his girlfriend, and she dumped him. He was really down, so I asked him if he'd like to come on a boat ride. He'd never been on any kind of boat before, so we gave him a little sailing test, and decided to take him.

As for the actual crossing, it was so perfect that there's not much to say about it. We had sandy desert winds push us almost due south to just off the Cape Verdes, so we decided to stop there and get some diesel. From the Cape Verdes, we rhumblined it something like 2,500 miles to Antigua in the Eastern Caribbean. We had nothing but northeast winds of 18 to 20 knots, which was just perfect. Even though there were just three of us, we flew the chute a lot — until the spinnaker halyard chafed through. After that we sailed wing-on-wing, making use of the spinnaker pole I'd purchased in Mallorca. Since the wind was consistent, the sea flat, and it was T-shirts and shorts weather, what more could you want? And the two guys turned out to be great crew.

38: You had virtually nothing go wrong with your boat when you singlehanded east across the Atlantic. Were you as lucky coming back?

Harker: The spinnaker halyard did break, and we actually did have one mechanical problem — the rotary motor for the Raymarine 6001+ autopilot froze up. This meant that the three of us had to hand steer the last 1,000 miles. The rotary motor on the autopilot has been the only consistent problem I've had with my Hunter 466, as it's burned out four times. So now I always carry two, and can swap a new one for a broken one in about 15 minutes. But no matter where I've been in the world, Raymarine has been happy to replace the motors in a couple of days at no charge. Other than those two things, we had no problems.

38: That's impressive for a complicated new boat.

Harker: Well, I didn't break anything at all going across the Atlantic the first time, or while in the Med. Having been to the

Hunter factory, I was confident I had a bulletproof boat.

38: Nonetheless, it's the norm for new boats and systems to have teething problems.

What did you do when you got to Antigua?

Harker: I arrived in Antigua in early December, just prior to the start of the giant Nicholson's Crewed Charterboat Show — the one with all the megayachts. Although my *Wanderlust* is no megayacht, I told Hunter I'd show my boat there — it was still the newest Hunter model — if they'd pay for my entry fee. They agreed. Well, many of the charter brokers who came aboard were so impressed with the layout and luxuries — such as the Vacuflush toilets — that I could have chartered my boat all season. But I wasn't interested in doing that. It made points with Hunter, though.

Being an exhibitor got me a badge, so I could go on all the other boats. Wow! Many of the boats were over 100 feet long, and some of them chartered for as much as \$200,000 a week. Equally impressive were all the beautiful young crew — female and male — in their cute little uniforms. While there, I met the folks aboard the 150-ft LOA schooner *Elenora*, which, although built in 2001, had been modeled after a 1909 Herrshoff design. Because of that meeting, I sailed with them in the Antigua Classic Regatta the following spring and made a program out of it for German television. I had one guy take the camera up the main mast so I could film from up there by remote control.

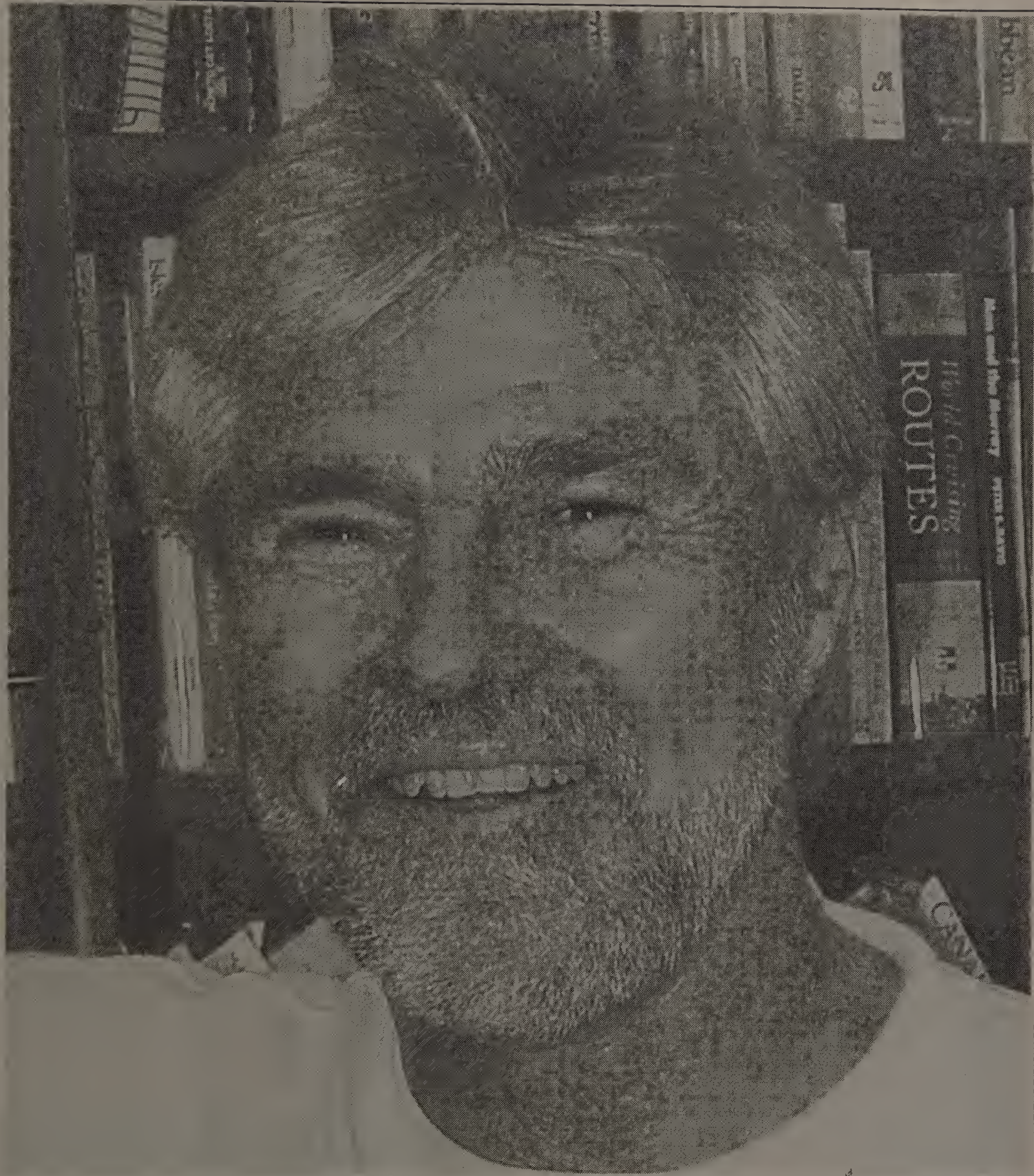
After Antigua, I kicked around the islands of the Eastern Caribbean, liking most places but not caring for others. For instance, I liked Nevis, but nearby St. Kitts just had too many cruise ships for my

liking. I spent about four nights at St. Barths, where I briefly stopped by to say hello to *Profligate*. St. Barths is more international than French, but it was great. I also liked the Dutch part of Sint Maarten. The Swedish guy who had sailed across the Atlantic with me was my crew during this period, when he didn't have gigs on charter boats. We had a great time!

38: How did you find the Caribbean to be different than the Med?

Harker: The biggest thing is that, except for the French islands, it's mostly Americans in the Caribbean. But there was really consistent wind for great sailing, and the clear waters and plentiful fish made for excellent diving. Later on, I visited

"When a low and the high come together it's called a squash zone, and it blows hard. I was in one squash zone for five days with 30-40 knot winds. . ."



LATITUDE/RICHARD

the British Virgins, which were really great. I loved Norman Island with the bar on the *William Thornton*, and Jost van Dyke, home of Foxy's, where Foxy Callwood made everyone feel right at home. I'm sure that many charter veterans are familiar with both these places. What I really liked is that everybody seemed to be so happy and enjoying themselves. I next continued on to Charlotte Amalie in the U.S. Virgins, which was only a couple of miles away. It was so terrible that I couldn't wait to get out! Fortunately, my next stop was at small and quiet Culebra in the so-called 'Spanish Virgins', which I also found to my liking.

38: Didn't you have to take your boat back to Miami so

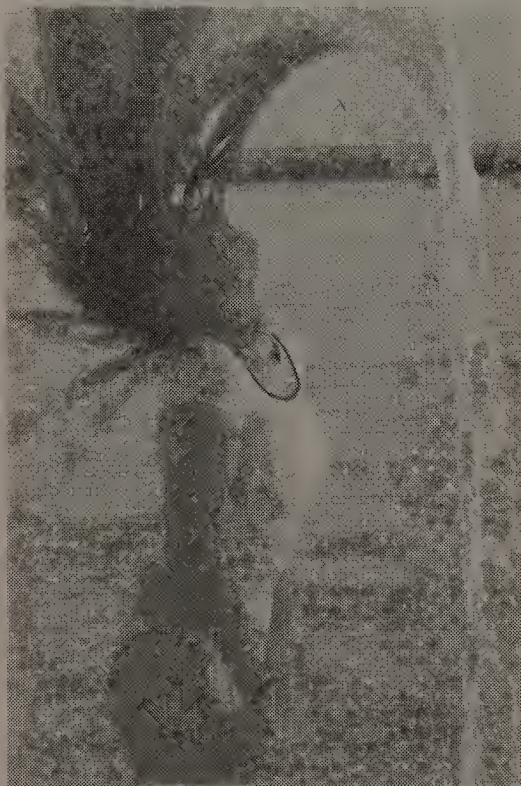
Hunter could feature her in the Miami Boat Show again?

Harker: After Culebra I did need to hurry as I had promised Hunter that I'd deliver the boat back to the show again. I had perfect wind for my new chute, so rather than harbor-hopping to Florida, I singlehanded straight up the Old Bahama Channel, which is to the north of Cuba. I made it to Miami after six days of perfect sailing! It was just a wonderful sail, and when I got to the Gulfstream, I once hit 12 knots over the bottom! (Laughter.)

38: You left the chute up at night even though you were alone?

the latitude interview:

Harker: It's an asymmetrical code zero on a roller, so yes, I left it up at night a lot. But I have everything led back to the cockpit, so I can set or douse it easily.



Among Carla's many assets are her 'Superman cape' of red hair and — having been raised on a boat — an intimate knowledge of sailing. She can cook, too.

38: You did a lot of singlehanded sailing — did you ever get bored?

Harker: No, I enjoy being out on the ocean. Plus, I'm part owner of a radio station in Germany, so I have 3,000 CDs on a hard drive — and a *really* good sound system.

38: Since you were singlehanded and obviously had to sleep sometimes, did you use your radar alarm to keep from being run down?

Harker: Yes, I had the alarm set on a five-mile warning. It went off about a dozen times and woke me up, but I only had to change course twice.

38: Did you set a regular alarm clock to periodically wake you?

Harker: No. It was warm, so I slept in the cockpit with my eyes facing all the important instruments. I just naturally woke up about every hour.

38: Did this frequent waking wipe you out by the end of the trip?

Harker: No, I arrived in tip-top shape. I'd done the same thing on the Baja Bash back from Cabo and arrived in San Diego feeling just fine.

38: How did the boat show go?

Harker: It turned out to be a big deal, because I hadn't told Hunter that I'd gone back and forth across the Atlantic and sailed all over the Med. I mean, why would I tell anyone? But they were pretty impressed.

38: If we're not mistaken, you then turned around and sailed right back to the British Virgins. That's usually a notoriously rough passage of some 1,500 miles of slogging straight into the wind and seas. How bad was it?

Harker: I was by myself again for that trip, and I won't lie, it was the worst. I had to motorsail the whole way using the same techniques I'd developed on the Baja Bash. But overall it was just as bad as the Baja Bash — and twice as long!

38: Lots of cruisers who intend to sail from the East Coast to the Caribbean only get to Georgetown in the Bahamas, then thanks to how rough the passage has been and how nice Georgetown is, don't go any further. Were you ever tempted to stop there?

Harker: (Laughter.) I'd heard Georgetown was really great, so I purposely avoided it so I wouldn't think about giving in to temptation. So — after getting fuel in the Caicos — my first real stop was Jost van Dyke in the British Virgins. Having left Miami at the end of February, I'd hoped to be able to spend a month at Jost van Dyke and still have the month of April in

Antigua for all the great events and activities there. But it took so long to get to Jost van Dyke that I had to continue on pretty quickly.

I had such a wonderful time in Antigua in the month of April that it easily made up for the rough passage there from Miami. While in Antigua I became friends with all the Nicholson clan, famous for starting the crewed charter business in the Caribbean. Because I was a photographer, I also got to meet lots of other people. For example, I was photographing a 14-year-old who had just singlehanded across the Atlantic, so I accompanied him to the Prime Minister's house. Because of that, and because I'd been there in November, I'd kind of become an insider.

38: Can you be more specific on how you became an 'insider'?

Harker: Well, I meet people easily because I'm not intrusive, but I do like to smile and I enjoy helping out. For example, when boats would back up to stern tie at the dock, everybody would just stand there, so I'd be there to take a line. After a while, the locals couldn't help but notice me do that and I'd get to know them. The brother of the dockmaster was supposed to be around to take the lines of the arriving boats, many of which were very large, but pretty soon I was happily taking over his job for fun (laughter). As a result of helping out with the lines, I was often asked aboard for a drink, so it was easy to meet and become friends with a lot of people. So both the people on the big boats and the locals treated me really well, and I'd later see them up at Shirley Heights when the steel drum and other bands played.

38: The rewards of smiling and lending a helping hand are enormous. Antonio, the 'Caribbean Terrorist' who used to be our captain on *Big O* for several years, knew just about everyone on the waterfront in the Caribbean as a result of being quick to laugh and quick to lend a helping hand.

For those who haven't done it, the Sunday night steel drum bands up on Shirley Heights — overlooking English and Falmouth Harbors — is one of the great experiences in the Caribbean.

Harker: I didn't like Sunday nights so much because that's when all the cruise ship people came up in buses. They also have music on Thursday nights on Shirley Heights, and I think it's more fun because there aren't so many people. Of course, they drink and party heavily on Antigua, so people can become pretty obnoxious when it gets late. But I still don't drink, and I've become pretty good at knowing when it's time to head back to my boat.

But April in Antigua was just fantastic, because that year they had the maxi regatta along with the annual Classic Re-

"Before I left the States, I saw an ad for Jim Bowie knives on sale at a sporting goods store. I bought a whole case of them."

gatta and Antigua Sailing Week.

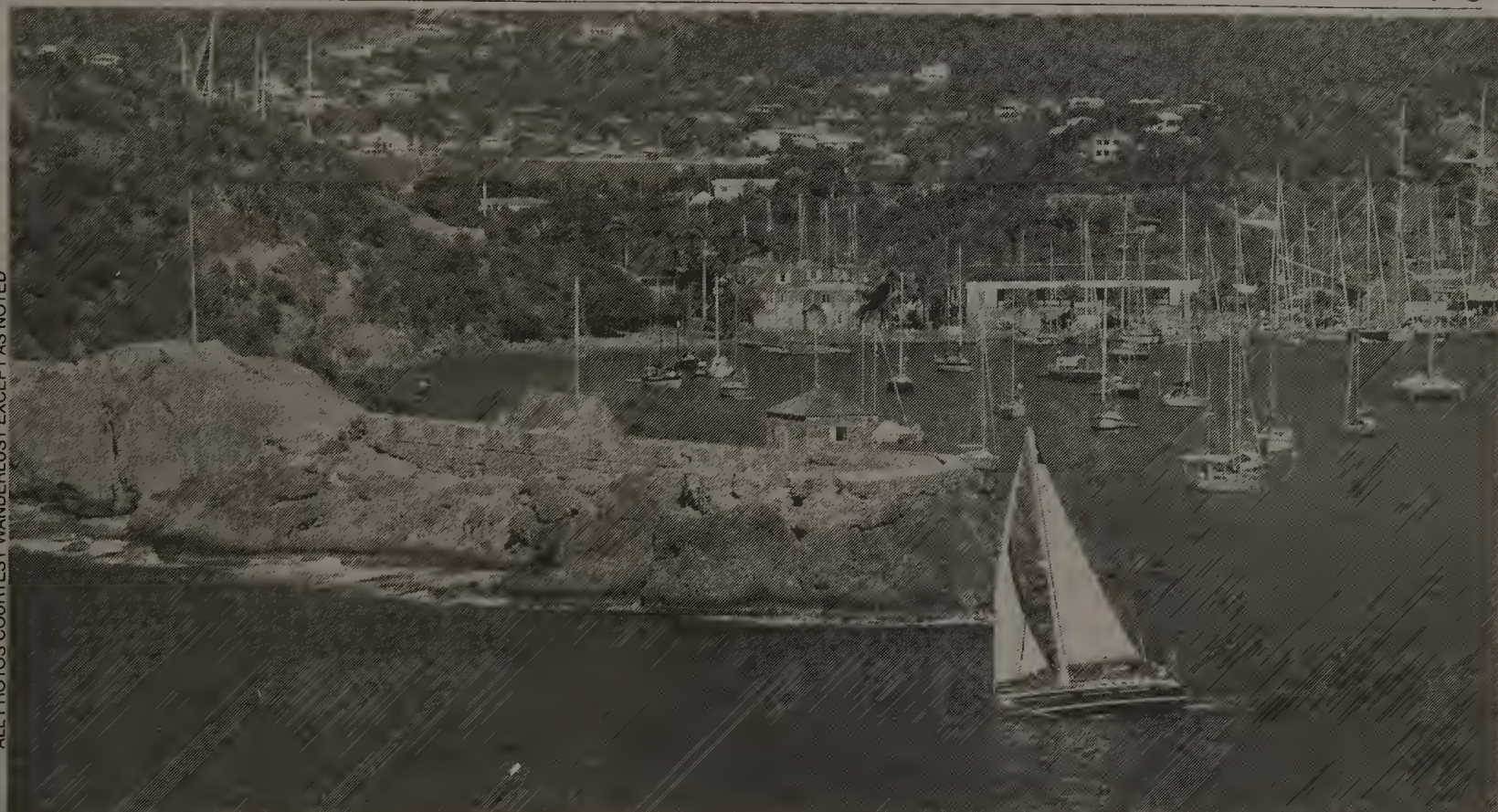
38: When young sailors have asked us where and when in the world to go if they want to network into worldwide sailing, we always tell them the month of April and early May in Antigua because once Antigua Sailing Week is over, the season is over and all the big boats head for the other great sailing spots in

mike harker, part three

the world. Would you concur with that advice?

Harker: Absolutely. There are so many big boats in a very small area, they all need crew, and there's one big event after

anything appropriate to wear. Well, after taking the docklines of an Oyster 86 earlier in the month, I'd become friends with the owner, who is about 65, and his lady, a beautiful woman in her 30s. So I asked the Oyster owner if his lady had any dresses that Carla could borrow. Carla spent the next hour or so trying



'Wanderlust' departs Antigua in 2003.

another. And since everybody eats and drinks at the same places and has the same interests, it's easy to meet people. It's like having the St. Francis Big Boat Series — but much bigger — going on for a month, but being based out of a small place like downtown Tiburon. And yes, once Sailing Week ends in early May, all the big boats take off for the Med, the Northeast, or the Panama Canal, and just about everybody needs bodies for the deliveries. If you can't get on a good boat as delivery crew in early May in Antigua — which starts the whole networking process — you're going to have a much harder time other places.

38: So how did you happen to get crew for your trip to Panama?

Harker: I put up a simple sign that read: "Owner/captain sailing to Panama, would enjoy company." About a dozen people responded, but I didn't like any of them. Then an Italian guy racing on a big boat came by with a young redheaded woman. He couldn't decide if he wanted to sail the race boat back to the Med or go to Panama with me. I spent about 20 minutes showing him the boat, during which time the redhead didn't say a word. At the very end, she said, "My name is Carla, do you need a cook?" I said I didn't need a cook, but that she could come along anyway.

Carla was really pleasant, so I asked her if she was going to the Sailing Week Awards Ball that night. She said she wanted to, but all the tickets — which were \$50 — were sold out. I told her that if she'd carry my camera tripod in the door of the ball, I had an extra press pass for her. She said she'd love to, but that she'd been staying in a little hut and therefore didn't have

on eight different dresses, finally settling on a Chinese kind of thing that made her a knockout. Carla has really long red hair, which she always wore up, but when we entered that ball that night, she had it down like a long red Superman cape or something. Everyone's mouth dropped. She partied until dawn and had a great time. As for me, I remained true to my habits and went home much earlier.

As it turned out, the Italian guy sailed back to the Med on the race boat, so it was just Carla and I who sailed to Aruba, Cartagena, and a couple of the San Blas Islands. As I soon learned, Carla was a very competent sailor, having grown up on a wooden boat, and having sailed from South Africa to Brazil on a catamaran. In fact, she knew more about sailing than I did.

38: Did you enjoy Panama's San Blas Islands?

Harker: I didn't, actually. We got mobbed by the Kuna Indian women in dugouts trying to sell us *molas* that we didn't want to buy. They were relentless, and I just didn't like it.

At that point Carla had to go meet her mother in Ecuador, so I needed some line-handlers for my Canal transit. That's where I met Fabio, a really good-looking Brazilian guy who had been toiling in the corporate world in Sao Paulo — and just happened to be 6'8". In his early 40s, he'd just been divorced and had lost everything, so he said the hell with it and went travelling. The divorce turned out to be a blessing in disguise, because it's what started him really living life.

After going through the Canal, we stayed in Panama a couple of weeks so I could cover the Miss Universe Pageant. I got Fabio a photographer's assistant pass. While at the Pageant, we met a couple of very attractive Dutch girls, one of whom was there

the latitude interview:



Fabio left the corporate world and a failed marriage in Brazil to accompany Harker on some of his voyage.

and I continued on to Costa Rica, Ecuador, and then the Galapagos Islands.

38: Hasn't Ecuador changed the rules — for the better — for cruising boats that want to stay in the Galapagos for more

to help out Miss Holland and be part of the cheering crowd. These two lovely Dutch girls, Babs and Eva, said they'd stay on in Panama for an extra week if we took them out cruising to the Perlas Islands for a week. They even insisted on buying all the food and cooking all the meals. How could we turn them down? They have a Supersaver store in Panama that's like Costco and accepts Costco cards, so I gave them my card and they went shopping. And once out at the island, they indeed cooked all the meals. All four of us had a great time. Fabio

than a few days?

Harker: Before we got to the Galapagos, it was my understanding that cruising boats could only stay for a couple of days, so I was planning to have a boat 'breakdown' so I could stay at least a week. But when I got there, the port captain told us that we could stay up to 30 days with no restrictions and visit three of the islands! The pass for going everywhere was \$80. I could go on and on about the Galapagos, as they are just fantastic. You can't believe the marine life, and all you need is a mask and snorkel to swim with rays, penguins, tortoises, and big sharks. And get this — fuel was just \$1/gallon. We had to jerry jug it across town, but it was still just \$1/gallon. But let me repeat, the Galapagos is an absolute must for anyone who can possibly go there.

While in the Galapagos, we met Lena, our next female crewmember. She was on a stipendium there, but didn't like the limitations. So we gave her a trial sail, and she liked it, so we took her 3,000 miles to Hiva Oa in the Marquesas.

38: The Marquesas are a big change from the wild life on Ibiza, your favorite island in the Med. Did you like them?

Harker: I really loved the Marquesas. Unfortunately, Lena needed to fly to Tahiti, but Fabio and I spent six weeks in the Marquesas, anchoring in 24 different places. We had a wonderful time.

I'd like to share a tip with folks about to go cruising. Before I left the States, I tried to think of what might be a good barter

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mike harker, part three

gift in the South Pacific. Then I saw an ad for \$39 Jim Bowie knives in leather sheaths on sale for just \$9.99 at a sporting goods store. I bought a whole case of them! So at every new anchorage in the Marquesas, I'd offer one of the knives in barter. They really need knives in the Marquesas, and the ones I had would have cost them \$100 to buy there, so they were very popular. In return for the knives we were given all the fruit we could eat, numerous prepared meals, and on and on. I spent \$100 on the case of knives, but when we got to the Marquesas we didn't have to spend much on food. The fishermen in Panama's Las Perlas Islands loved the knives, too.

38: You had a rudder problem after you left the Marquesas for Hawaii.

Harker: Yes. You had a several-page story on it shortly after it happened, and there's a six-page story about it in the November issue of *Sail* magazine, too. Fabio and I wanted to make

"I meet people easily because I'm not intrusive, but I do like to smile and I enjoy helping out."

it to Hawaii just before Christmas so he could fly home for the holidays. When we got 500 miles north of the Marquesas, we



The diving — and just about everything else — was fabulous in the Galapagos. Harker says not to miss it.

hit a fish net at full speed — and snapped off the rudder shaft at the point it goes through the bottom of the hull. I can't imagine how it could have broken, because the rudder shaft had so much carbon fiber was so strong, but it did. We were absolutely unable to control the boat, even with jury rigs I tried, which either broke or didn't work. We just went round and round in circles. Given the combined wind and current, we'd

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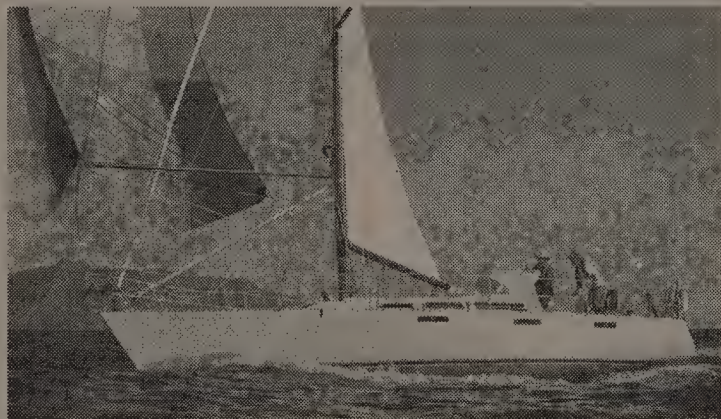


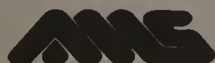
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the latitude interview:



When a fishnet broke the rudder off 500 miles from land, this jury rig — made from another boat's spinnaker pole and a locker door — steered 'Wanderlust' 500 miles to safe harbor.

eventually have ended up in Papua New Guinea some 4,000 miles away. So we put out an SOS, which was picked up back in French Polynesia. When Barry and Val Watts of the Australian boat *Only Tomorrow* heard our plight, they came all the way up from the Marquesas to assist us!

As this was going on, I emailed Hunter to have them call me

on my Iridium SatPhone. I want to interrupt the rudder story here for just a second while I urge everyone who is going cruising to get their ham licenses and Winlink. Before I ordered my boat at the Annapolis Boat Show, I signed up for the Gordon West Ham Radio class to be held in Atlantic City. So while driving back to the East Coast, I got a clicker from Radio Shack and practiced my Morse Code as I drove across the country. By the time I got to Atlantic City, I could do 10 words a minute. After the three-day class, I got every answer right on the test, and was thus all ready to go with Ham, SSB, and Winlink, which gave me the capacity to send email as well as receive GRIB weather files.

As soon as Hunter got my email, they called me. After getting my hull number, they said they'd get a replacement rudder to me in the Marquesas in just one week. And they did, too — even though they had to send it via New Zealand! The quickest way to get the new rudder, which has Kevlar in addition to all the carbon, was to fly it to Tahiti via New Zealand, which sounds crazy but was true. Then, as luck would have it, it arrived in Tahiti just in time to catch the once-every-two-weeks cargo ship to the Marquesas. Even though the rudder got to the Marquesas in a roundabout way, it still beat us there, and we were only 500 miles away.

Hunter was great to me, as the rudder was under warranty. They even took care of the shipping. Furthermore, the head



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mike harker, part three

designer at Hunter got on the phone and told me the best way to set up a jury-rig on our way back to the Marquesas, using *Only Tomorrow's* spinnaker pole — I'd already broken mine —

I'm part owner of a radio station in Germany, so I have 3,000 CDs on a hard drive — and a really good sound system.

and a door. The key was getting the angle right and having a good pivot point.

Anyway, it took six days for *Only Tomorrow* to reach us, and six more days for us to get back to Nuku Hiva. Without the Watts' help we'd still be out there!

38: Was it hard installing the rudder with the boat in the water?

Harker: No. We put some weight on it, worked it under the boat, put the shaft in the hole, and removed the weight. The rudder is so bouyant that it just floated up into place. We attached the collar and were ready to go. It was perfect. The next day we set sail for Hawaii again.

38: You had some rough weather on the passage to Hawaii?

Harker: About 120 miles north of the equator, in the

InterTropical Convergence Zone, there was a 300-mile wide band of line squalls. We could see them coming and they were ugly — lots of purple and black. We got hit with winds up to 48 knots, on the nose, for 30 hours. There was lightning all around and the rain drops were huge. But after 30 hours it was gone, and we had a beautiful sail the rest of the way up to Hilo on the Big Island.

38: Then did Fabio sail back to California with you?

Harker: No, he had to fly home. I needed to find crew for the Kona to San



Thanks to Hunter's excellent support, 'Wanderlust's' replacement rudder arrived in the Marquesas before the boat did.

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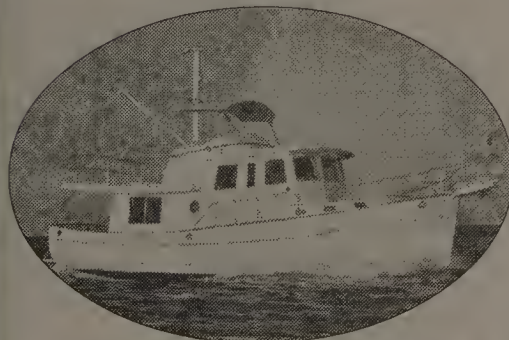
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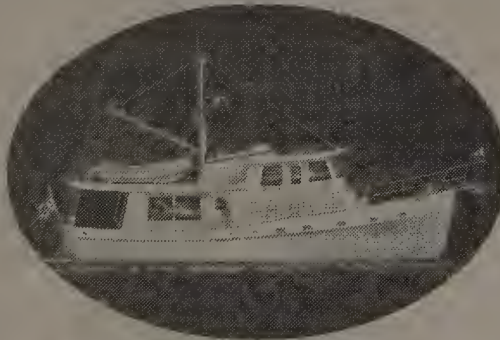
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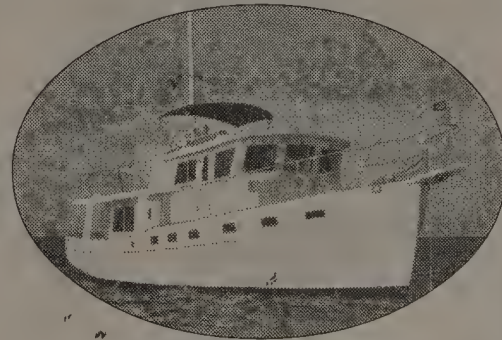
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the latitude interview:

Francisco passage in March, but once again I couldn't find anybody, so I had to do it singlehanded. Do you know what a 'squash zone' is? I didn't, but I do now. A couple of days out of Hawaii there was a big high pressure system to the lower right of me, and two big lows to the upper left of me. When the counterclockwise lows and the clockwise high come together like that, it's called a squash zone, and it blows hard. I was in that squash zone for five days with 30 to 40-knot winds. The only good thing is that the winds were from the southwest (aft), so it was a sleighride. I just reefed down and held on. Unfortunately, another rotary motor on the autopilot broke, and the seas were far too rough for me to swap it out with a replacement. So I had to hand steer for 18 exhausting hours. When it calmed down a little, I tied the wheel off and went to work. Because of the still very rough conditions, it took twice as long as normal to swap the motor out. But I made it from Kona to the Golden Gate in 13 days — which isn't bad for a 46-footer being single-handed. As I passed under the Gate, the log on my boat read just under 24,000 miles — about equal to the circumference of the earth.

38: Any other gear problems besides the autopilot?

Harker: Three hours from the Gate, while in a thick fog, my radar screen stopped working. So I got on the radio and called Vessel Traffic Service in San Francisco and reported my plight. They were great, watching over me and guiding me under the Golden Gate using their radar.

It's kind of funny, because some folks at the Sausalito Yacht Club happened to be monitoring the conversations between me and Vessel Traffic Service. So they got on the radio and

said, "Mr. Harker, we'd like to invite you to lunch." So I turned to port as soon as I came under the bridge, and a short time later I was tied to a mooring in front of the club and having lunch. That night I gave my slide presentation and we all had a great time. What wonderful people!

38: So your boat was at Sail Expo in Oakland this past spring.

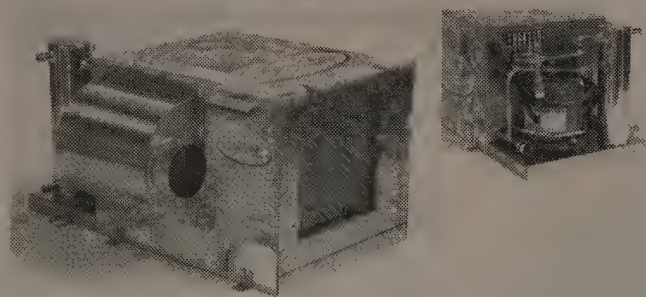
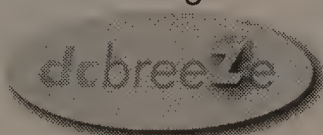
Harker: That's right. I was just going to show the boat for Hunter and take people out for rides as part of the Discover Sailing program. But a fellow named Gary Jobson — I'm still too new to sailing to know the personalities — who was going to give one of the seminars had to drop out, and they asked me to take his place. I'd never talked in front of a crowd before in my life because I freeze up. But I had some good photos, so I spent the whole night winnowing 3,000 photos down to 150. When I came to the tent where I was going to speak, it was packed with sailors waiting to hear Gary Jobson, who I understand is quite famous. Everybody in the audience was nice enough to give me a chance. Nobody left and they applauded in the end, so I guess I did all right.

A couple of days later, I sailed back to my berth in Marina del Rey. The next day my bike was stolen, my biggest loss in 24,000 miles of sailing. (Laughter.)

38: Let's talk about boat gear. In your opinion, what was the most important stuff?

Harker: I had a full set — main, genoa, staysail, and gennaker — of shaped and formed sails by Doyle that were great. The headsails, including the gennaker, were on roller

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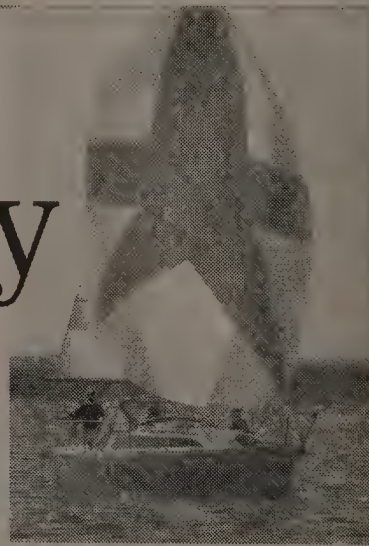
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mike harker, part three



Harker never had much trouble finding attractive women to sail aboard 'Wanderlust.' Babs and Eva needed a break after working the Miss Universe pageant, so they offered to cook for Harker and Fabio in exchange for a week of sailing. They even bought all the food!

furling, and the main had in-the-boom furling.

38: How much trouble did they give you?

Harker: I didn't have a problem with any of them in 24,000 miles.

The Raymarine autopilot was also critical, as you can't singlehand across an ocean without one. As I mentioned, the

rotary motors burn up from time to time, but I carry a spare, and Raymarine keeps replacing them on warranty, so it works out. And by the way, Raymarine doesn't know me from Adam.

If I only sailed alone or was always tied up to the dock, I wouldn't have needed the watermaker or generator, but since I enjoy having guests and like to anchor out, I have them both. I run the genset every second day for two hours, which charges my 800 amps of batteries and lets my Spectra watermaker make 40 gallons of water.

It's true that I don't have paper charts, but I do my navigation electronically on two independent systems. I have the C-Map system on my 10-inch color chart plotter at the wheel, and down below I have the Nobeltec chart system on my computer, which can be hooked up to the autopilot. The electronic charts are so detailed that it's astounding. Sometimes they are a tiny bit off from each other, in which case I take the middle road, but I haven't had any problems yet.

38: How many charts do you have?

Harker: I have the entire world for the Nobeltec system, which cost \$7,000. I don't have as many C-Map charts, but for \$250, they sometimes cover huge areas. For example, one C-Map chart covers all the Eastern Caribbean and all the way west across the Caribbean Sea to the islands on the Pacific side of Panama.

38: You don't have any paper charts?

Harker: None. But I also have cruising guides to each area I visit.

The SSB and Winlink are two other things that I absolutely



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the latitude interview: mike harker



'Wanderlust' is currently up for sale as Harker plans his next cruise — this time a circumnavigation — aboard a bigger boat.

couldn't do without. Using them you can get the GRIB weather files, which I've found to be very accurate. When you get a good weather report from them, you know you can take off and will at least have three or four days of good weather.

38: You mentioned a SatPhone.

Harker: I have a Motorola Iridium phone with a 200-minute card. I still have 90 minutes left on that card. The key is to call someone (or email my sat number) and then have them call back, because then it doesn't cost me anything to use the Iridium phone. (Laughter.) In many ways, I'm a cheapskate. Whoever calls me pays \$2/minute.

38: What's next for you?

Harker: I have my Hunter 466 Wanderlust up for sale, and

hope everyone sees the ad in *Latitude*. But even if I don't sell her, I'll be taking off in the spring with a new and larger Hunter — I'm not sure which one just yet — on a two-year circumnavigation. My goal is to circumnavigate before I'm 60. Sailing around the world has always been a dream of mine. Anyway, I plan to go via South Africa, and may take my old crew Carla from Madagascar to Namibia, where she's from and lives.

38: Do you think you'll be done with sailing after that?

Harker: Not at all. After my circumnavigation, I plan to get a comfortable cruising boat and do this really fun rally from San Diego to Cabo San Lucas. You know, the Baja Ha-Ha, which was my initiation to how much fun sailing is. I very badly want to do the Ha-Ha again because of all the great people you meet. After that, I want to sail down to Banderas Bay again, which really opened my eyes to how terrific cruising can be. And I'd do the Banderas Bay Regatta, another event where I met so many wonderful people.

38: In other words, after you do a full circle of the world, you'll come full circle to the Ha-Ha. We're looking forward to you joining us in 2008. Thank you for your time and insight. May your circumnavigation be an excellent one.

— latitude 38

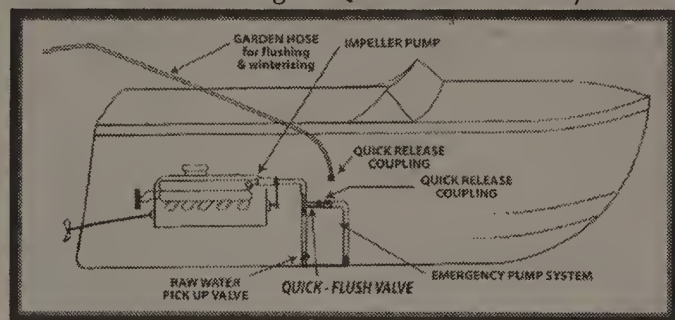
Flash — We learned just before presstime that Harker will be sailing Hunter's new HC50 Express Cruiser on his circumnavigation. Hunter is reportedly redoing all the systems on the water-ballasted boat, and is even painting it like Wanderlust, with a dark blue hull and white arrowhead into a red bow. It will be ready by the Miami Boat Show in February.

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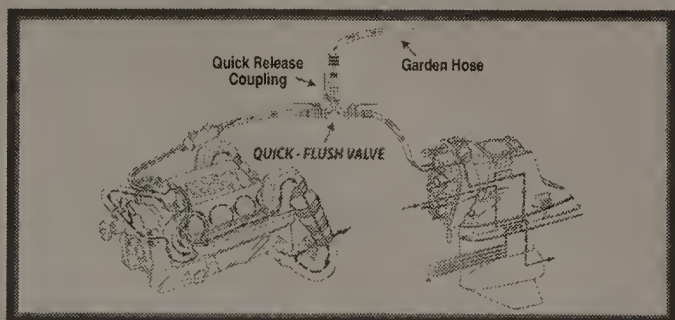
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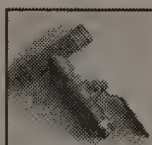
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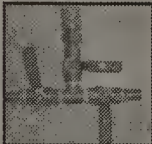
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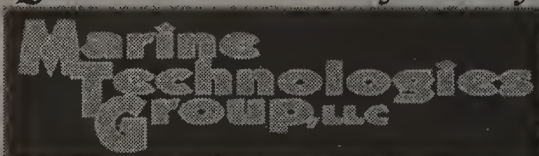


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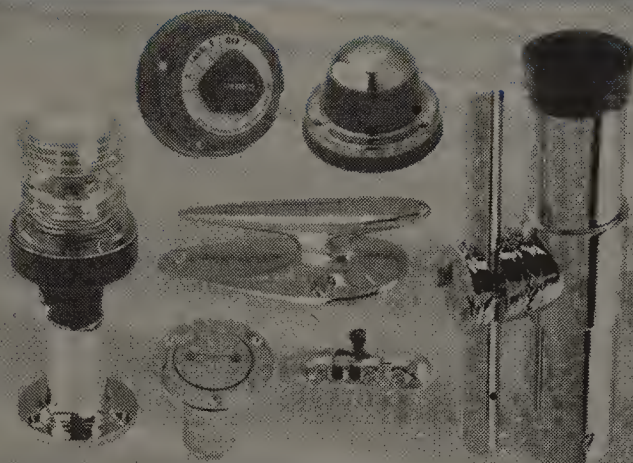
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"The good sailors all know how to race very well, but the champions have won the regatta before the racing begins."

— Paul Elvström

Welcome to the second installment of our three-part salute to the Bay Area's 2004 season sailing champions. This month, we'll introduce the winners of 18 one design keelboat classes — 12 from the ranks of the One Design Class Association (ODCA) and 6 from various 'stand-alone' classes that are powerful enough

to exist outside the auspices of YRA. Last month, you may recall, we already featured winners of the two highest-profile 'stand-alone' classes on the Bay, the Farr 40s and J/105s.

ODCA appears to be holding its own, with 104 entries and 76 qualifiers (i.e., sailed in at least half the races). The numbers are a little deceiving, however, as boats in some classes — such as the big J/105s 'Silver Fleet' contingent — have very abbreviated YRA schedules, and thus 'qualify' by doing only two races.

Two of the 12 ODCA classes were pink-

slipped after the season — the Merit 25s, which will be absorbed back into HDA, and the Tritons, which are now out to pasture after a stellar 40-year run. Two other classes, the new Alerion Express 28s and the venerable Newport 30s, will be on probation next year for failing to qualify the requisite five boats — though the Express 37s, which only qualified four boats, aren't treated similarly, as the ODCA races are only part of their overall schedule.

Bright spots in the ODCA line-up include the non-spinnaker Islander 36



The Etchells fleet is gearing up for the Worlds here next September. Photo 'Latitude'/rob.

class, with 16 boats qualifying, and the Olson 25s and Santana 22s, with 8 and 7 qualifiers, respectively. Next year, the Olson 30 class is switching from the HDA Sportboat Division back to ODCA, bringing the number of classes to 11 — basically 'status quo'. Incoming ODCA president Pat Broderick, a Santana 22 sailor, is already pondering ways to attract more boats and ratchet up the fun. "Email me if you have any brainstorm or if we can do anything for your one design class," said

Broderick, who can be reached at broderick@sonic.net.

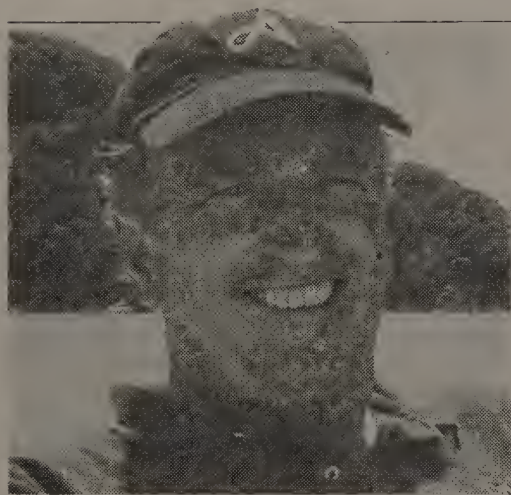
The six independent classes continue to be way more competitive than their aging ODCA counterparts. Each of these groups are prospering, though the Melges 24s seem to have morphed into a traveling class which no longer keeps formal season standings (they magically appoint a local victor by popular consensus). The other five classes — Etchells, Express 27s, J/24s, J/120s, and Moore 24s — keep close track of their standings, which can be found on their various websites. The

Moore's, in particular, are going gangbusters, with an amazing 52 boats competing in at least one of the nine events on their Roadmaster Series.

Okay, enough with the introductions — on with the show! Let's meet this year's crop of one design winners, many of whom are already familiar faces in the Bay Area. Congratulations to everyone, and please, ladies and gentlemen, hold your applause until the end.

— **latitude** / rkm

SEASON CHAMPIONS, PART II —



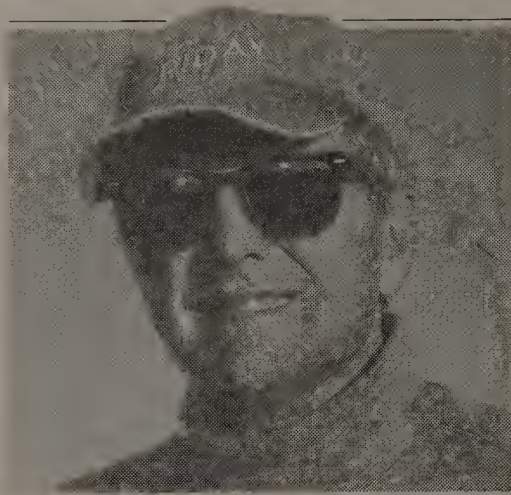
Alerion Express 28 — Dream
Kirk Smith, SFYC

CREW: Bill Dawson, who has crewed for Smith for "about 35 years."

COMMENTS: Smith, an engineering consultant, raced Rhodes 19s for years before buying his *Dream* in 2003. He's also the president of the local 16-boat fleet.

QUOTE: "It probably seems suspect to start the first AE-28 fleet in the U.S. and then win the first season championship — but someone had to do it!"

2) *Arabella*, Harry Allen, Cal SC; 3) *Polaris*, Chris Noe, EYC. (6 entered; 3 qualified)



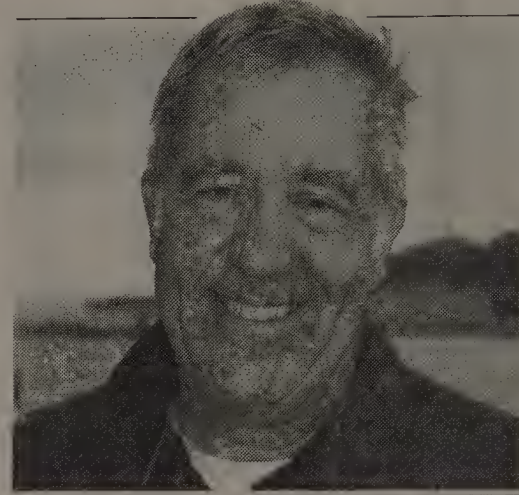
Antrim 27 — Always Friday
John Liebenberg, RYC

CREW: Wife Ellen Liebenberg, Rudy Salazar, and Andy Biddle, with cameos by 13-year-old son David, among others.

COMMENTS: Liebenberg, a retired engineer, won his third straight ODCA title. He also took MORA overall again.

QUOTE: "Special thanks to Jim Antrim for designing such a neat boat, and also for guest skippering for two races when our family was away at Opti regattas."

2) *Max*, Bryan Wade, EYC; 3) *E.T.*, Liz Baylis & Todd Hedin, SFYC. (6 entered; 6 qualified)



Cal 29 — Bluejacket
Bill O'Connor, SBYC

CREW: Heinz Baumann, Dave Gurley, Scott Brubacker, John Sulski, Nick Ratto, Todd Thorner, and Chris Edgington.

COMMENTS: O'Connor, an attorney, has been racing Cal 29s for about 15 years now. This is his second season title.

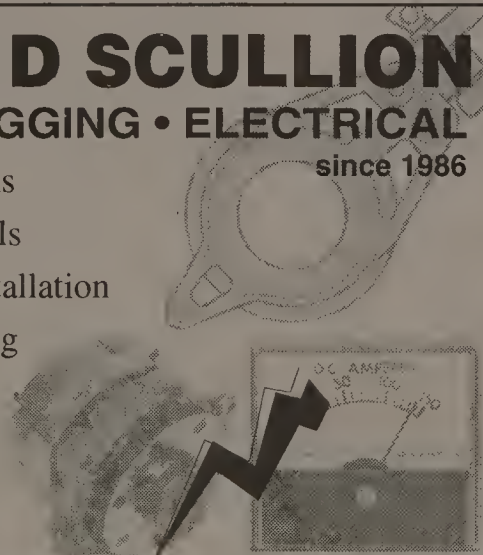
QUOTE: "This is a great Bay boat, still competitive in all conditions. The keys to our success were consistency, crew loyalty and good boathandling."

2) *Boog-A-Loo*, Nancy Rogers, SFYC; 3) *Whirl-ed Peas*, Philip Hyndman, BVBC. (5 ent.; 5 qual.)

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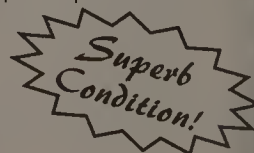
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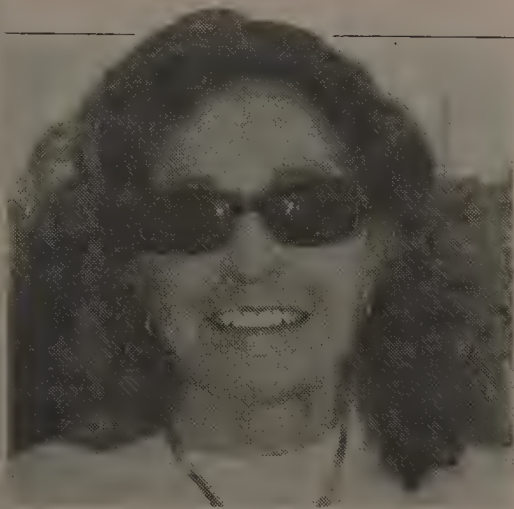
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Catalina 30 — Starkite
Laurie Miller, BYC

CREW: Bob Gunion, Nancy Ceridwyn, Megan Dwyer, Dawn Chesney, Jason Cannava, Doug Keller, Lance Frey, Rob Schulman, Jeff McCracken, and Ken Stuber.

COMMENTS: Miller, a limited partnership trader, has owned *Starkite* for 13 years. This is her third straight title.

QUOTE: "It was really close, with the season coming down to the last race. This is an enthusiastic and competitive fleet!"

2) *Goose*, Michael Kastrop, SBYC; 3) *Eurydice*, George Biery, BYC. (9 entered; 6 qualified)



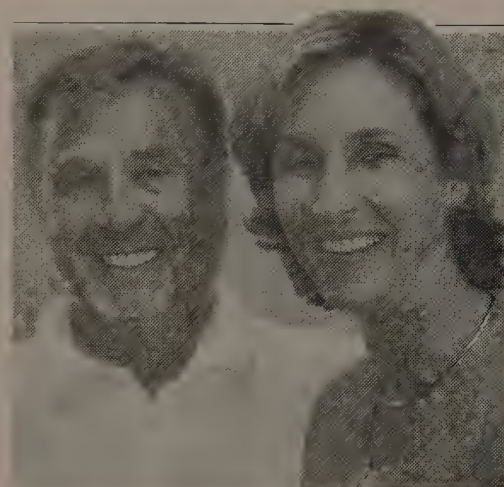
Etchells — Mahalaga
Peter Vessella, StFYC

CREW: Scott Gordon (middle) and Matt Carter (bow).

COMMENTS: Vessella, a retired entrepreneur originally from RI, has won the Etchells title three years in a row. He finished seventh at the 53-boat NAs, and also did the Pacific Cup on *Morpheus*.

QUOTE: "Scott, Matt and I have gelled into an effective team. We're pumped up about the Worlds here next summer!"

2) *Whip*, Chuck Eaton, StFYC; 3) *Ginna Fe*, Mike Laport, KCYC. (30 boats)



Exp. 27 — Attitude Adjustment
Soren & Liga Hoy, TibYC

CREW: Drivers Jeff Thorpe and Scott Easom, J.V. Gilmour, and Deb Hong.

COMMENTS: The Hoys had a great year, also winning the Nationals, the Ditch Run, the Summer Keel, and more. Their boat is hull #1 (circa 1982), which they bought in England in 2001 and completely restored. Quantum sails and "blue handled winches" were integral to victory.

QUOTE: "Bring on 2005!"

2) *Swamp Donkey*, Robert Brown et. al., StFYC; 3) *Chimo*, Brad Pennington, NoYC. (15 active boats)

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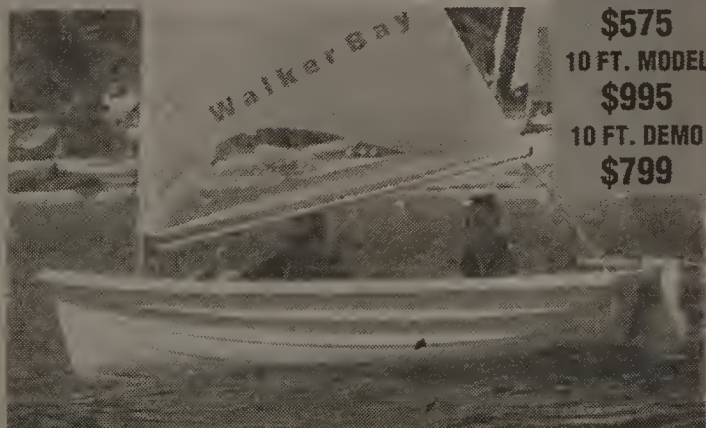
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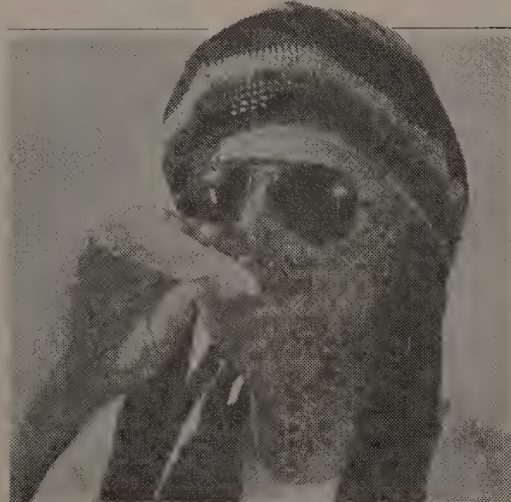
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SEASON CHAMPIONS, PART II —



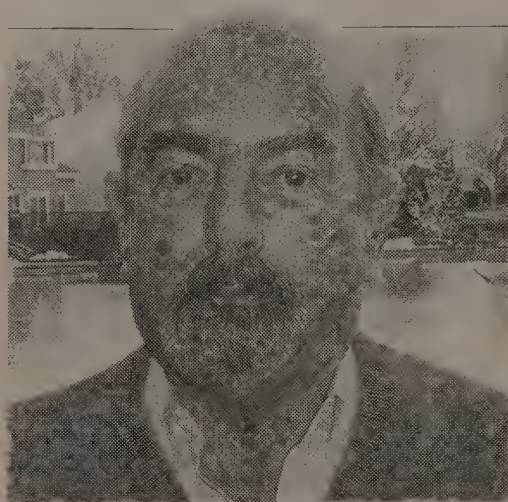
**Express 37 — *Expeditious*
Bartz Schneider, SFYC**

CREW: Jay Early, Marshall Schneider (son), Phil Hodgson, Doug Lee, Johnny-Cakes Arisman, Rhett Smith, Bob Frazier, David James, and Fritz Glasser.

COMMENTS: Schneider moved up from an Express 34 to this fleet in '97 and has been consistently in the top three.

QUOTE: "For some reason, we were just a little faster, smarter, and luckier this year. Finally, we prevailed!"

2) **Bullet**, Brendan Busch, StFYC; 3) **Golden Moon**, Kame Richards/Bill Bridge, EYC. (8 boats)



**Islander 36 — *Midnight Sun*
Peter Szasz, StFYC**

CREW: Chris Boome, Robert Szasz (son), Debbie Lopker. Appearances by Louisa Szasz (wife), Kimball Livingston, Bob Bergholdt, and John Claude.

COMMENTS: Szasz, a management consultant, also won the I-36 Nationals.

QUOTE: "No spinnakers and the 135% jib have kept the class competitive and tactical, while still allowing the luxury of sailing with family and friends."

2) **Tom Cat**, Barry Stompe, SSS; 3) **Diana**, Steve Zevanove, OYC. (20 entered; 16 qualified)



**J/24 — *Running With Scissors*
Jim Yares (left)/Curtis Press, CYC**

CREW: Duane Yoslov (trim), Gianfranco Giometti (bow), Doug Robertson (middle), and brother John Yares (middle).

COMMENTS: *Scissors*, the partners' fourth J/24, won the 28-race season with Press driving and Yares calling tactics.

QUOTE: "Upwind speed is the best tactical weapon you can have. . . Focus on what you can control and just have fun. Let the results happen."

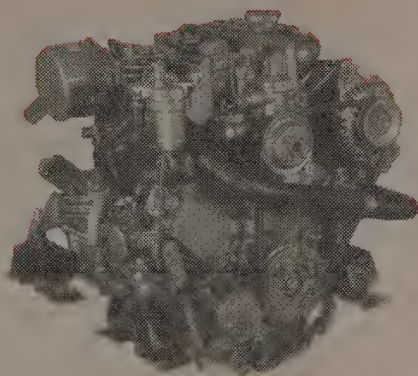
2) **TMC Racing**, Michael Whitfield, Cal SC; 3) **Casual Contact**, Ned Walker, OCSC. (14 boats)

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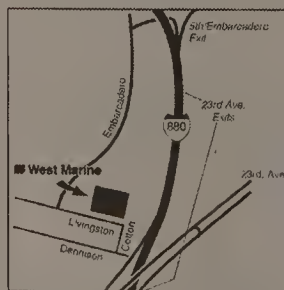
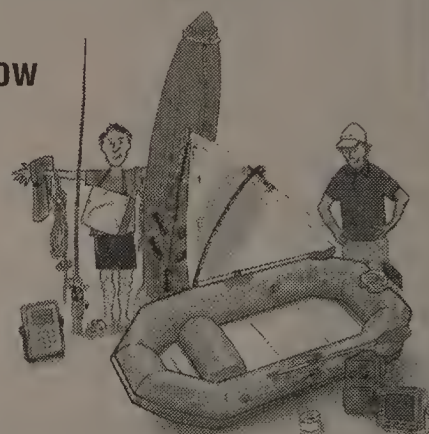
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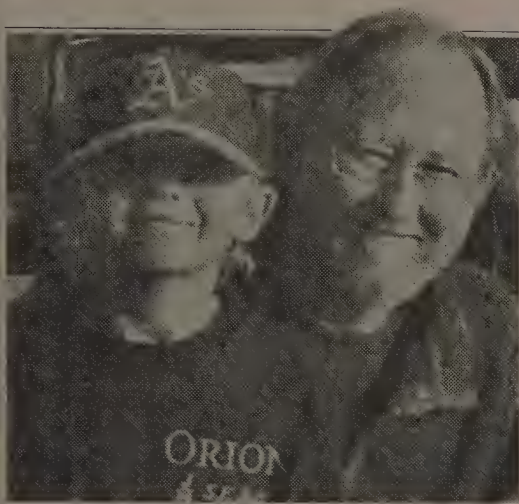
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J/105 — Orion
Gary Kneeland, SYC

CREW: Son Sean (age 8), Bob Cousineau, Cindy Surdez, Jorge Moraleda, Mary Steadman, Mike Mahoney, Jennafer Anderson, Anne Alward, Barbara Lensen, Matt & Tara Davis, John Wolfe, Kristen Connolly, Kevin Curran, and others.

COMMENTS: Kneeland, an architect, previously won a bunch of ODCA titles with his Ranger 23 *Impossible*.

QUOTE: "Thanks to *Team Orion*!"

2) *Wallopig Swede*, Kassberg/Lane, SBYC; 3) *Advantage 3*, The Benedicts, DSC. (15 ent.; 13 qual.)



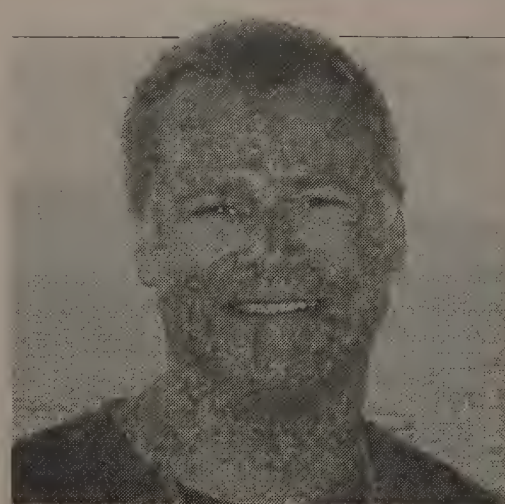
J/120 — Mr. Magoo
Steve Madeira, StFYC

CREW: Peter Cameron (tactician), Mike Bacon, Jack Roosevelt, Tom Glockner, Greg Meagher, Paul Sidorenko, Jeff Lawson, and Ken Thompson.

COMMENTS: Madeira, a software company owner, won by just 5 points after 30 races. He also won the BBS this year.

QUOTE: "It was a *Magoo* year — ripped sails, men overboard, near collisions. . . Yet in the end, it all worked out right."

2) *Chance*, Barry Lewis, StFYC; 3) *Valkyrie*, Mark Varnes, SFYC. (9 boats)



Melges 24 — Go, Dogs, Go!
Tim Hawkins, SCYC

CREW: Pepe Parsons (driver), Chris Watts (tactics), and Stacey Nelson (bow).

COMMENTS: Hawkins, a computer consultant, raced 42 days last year! Venues included Key West, St. Petersburg, San Diego, Long Beach, Delta Ditch, Tahoe (PCCs), and Detroit (Nationals), as well as 10 regattas on the Bay.

QUOTE: "We enjoyed every minute of all our adventures. Why sail if it isn't fun?"

2) *Smokin'*, Kevin Clark, EYC; 3) *Ego*, Don Jesberg, SFYC. (17 boats)

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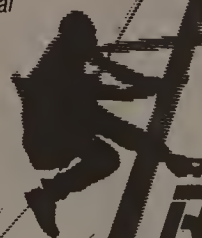
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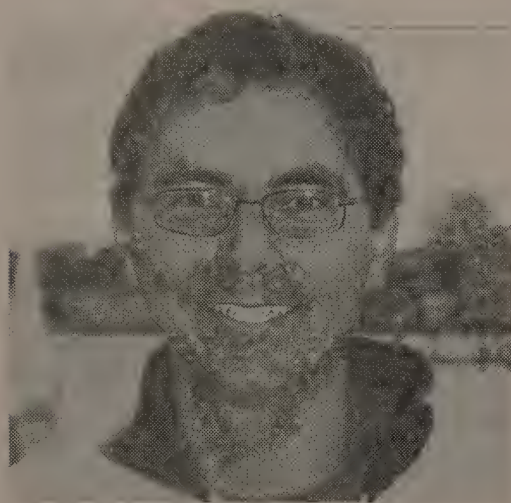
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SEASON CHAMPIONS, PART II —



Merit 25 — Loose Lips
Phill Mai, BYC

CREW: Tim Nelsen, John 'Nemo' Douglas, Greg Goshko, and Athenais 'La Mermaid' de Guerre.

COMMENTS: Mai, a mechanical engineer, is 3-for-3 in ODCA. Participation was off, however, and the Merits are headed back to PHRF next year.

QUOTE: "It was an unusually mild year. No real white knuckle moments, other than Athenais falling overboard!"

2) Chesapeake, Jim Fair, BYC; 3) Half Fast, Bill Schwob, SSS. (5 entered; 3 qualified)



Moore 24 — Paramour
Rowan & Vikki Fennell, RYC

CREW: Brothers Nathaniel and Forrest, Sean 'Chainsaw' Young, Samantha Treadwell, and Sam 'WiSe' Greenaway.

COMMENTS: Rowan, the class president, and Vikki were married in August. They won the 9-regatta series, which included Whidbey Island RW, by five points.

QUOTE: "All the competitors in the Roadmaster Series are winners. Great venues, cool boats, awesome class!"

2) Elmo is a Pimp, Scott Sorensen, SCYC; 3) Eclipse, Brad Butler, PMYC. (52 boats)



Newport 30 — Harry
Dick Aronoff, StFYC

CREW: Eric Sultan, Richard Schulba, Nick Abitsch, David Suder, Stuart Engle, Randy Piazza, Alex Francis, John Mara, and Tony Wyant.

COMMENTS: Aronoff, who flies up from SoCal for races, has sailed *Harry* in ODCA for 30 years, winning twice.

QUOTE: "We're all over 50, and we've been sailing together for over 20 years now. We love it — it's worth the commute!"

2) Zeehond, Gary Boell, RYC; 3) Fast Freight, Bob Harford, BYC. (5 entered; 3 qualified)

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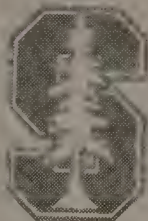
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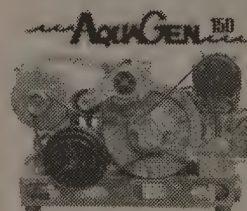
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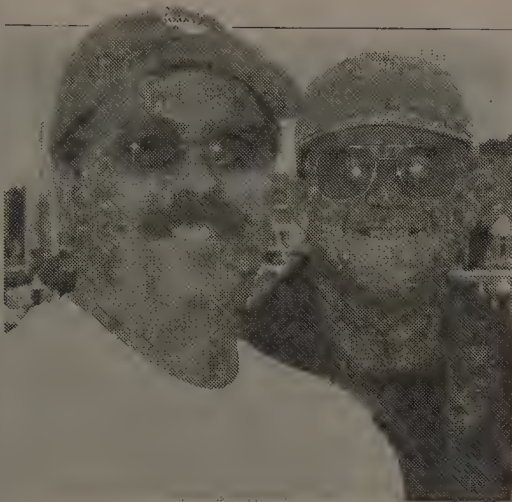
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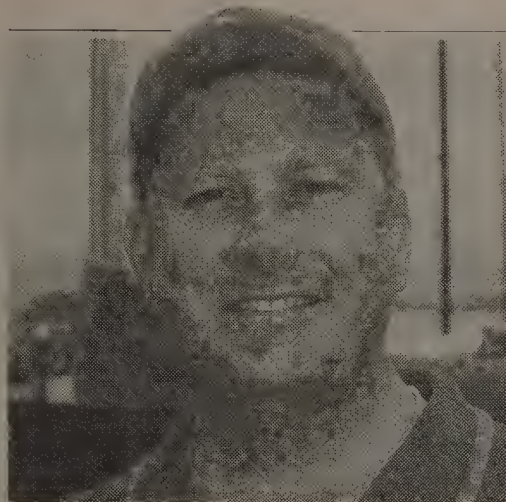
Olson 25 — Vivace
Nelson (left)/VanKirk, RYC

CREW: Co-owners Larry Nelson (primary driver) and Frank VanKirk, Terry Bennett, Baird Nuckolls, and Mike Quinn.

COMMENTS: The partners, who previously campaigned the Catalina 27 *Freyja*, toppled five-time champ *Baleineau* in their second year.

QUOTE: "Our success was due to convincing a few great (and fun) sailors into believing we knew what we were doing!"

2) *Synchronicity*, Steve Smith, HMBYC; 3) *Baleineau*, Charlie Brochard, CYC. (8 ent.; 8 qual.)



Santana 22 — Bonito
Michael Andrew, EYC

CREW: Shawn Grassman (trimmer) and Wayne Best (bow). Filling in occasionally were wife Miho, father-in-law Bruce Dapprich, and Kevin Clark.

COMMENTS: Andrews, a 'stevedore', also won the Nationals and the C-of-C.

QUOTE: "Our fleet is much more competitive this year — everyone seems to have stepped up their games. Buy a Tuna and come play with us!"

2) *Carlos*, Jan Grygier, RYC; 3) *Elaine*, Pat Broderick, SYC. (12 entered; 7 qualified)



Triton — Bolero
Ely Gilliam, BVBC

CREW: Wife Judy Yamaguchi (above), Abigail Baxley, Jason Scott, Joe Ramirez, and Adolfo Martinez.

COMMENTS: Sadly, Judy Yamaguchi passed away last month after a long battle with cancer (see *Lips*). Though it seems trivial in comparison, this was Gilliam's ninth Triton title — an ODCA record?

QUOTE: "We're dedicating the season to Judy. She was everything to me."

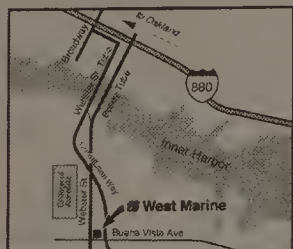
2) *Viking*, Mike Borgerding, PtSPYC; 3) *Sleepyhead*, James Kuykendall, VYC. (5 ent.; 2 qual.)

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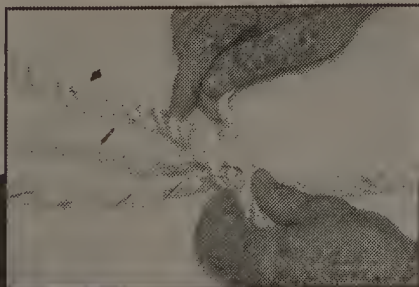
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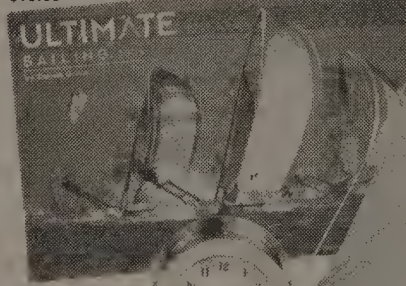
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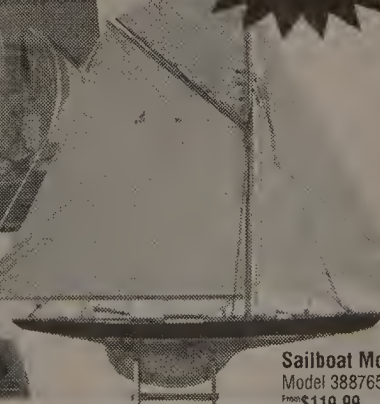
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READERS ON THE STORM

2004 was another good year for new boating books. With a few exceptions — the most glaring being no new childrens' books — all genres were well represented: racing, cruising, personal journeys, how-to's, history, rescues at sea, classic photography and so on.

On the next few pages, we've picked some of the ones we'd like to find under our Christmas tree. If the recipients on your gift list enjoy books as much as we do, perhaps they might like some of these, too.

As in past years, with only a few pages to work with, we have to narrow down our annual mini book reviews down to one or occasionally two representative books in each category. We also have to triage categories; so you won't find any cookbooks here, or cruising guides, whale stories or straight fiction. There are some good books in all these subsets out there; we just don't have the room to tell you about them.

Also as in past years, we remind you that we have not read every book featured here from cover to cover. For some, we only had time to read a few chapters and scan the rest. We believe this method gives us a pretty good feel for how, and how well, the book is put together.

We don't use any kind of scoresheet or formula or checklist. The books mini-reviewed on the next three pages are simply the ones we liked best. There are many other great sailing and boating books out there besides the ones on these pages. You might like many of them better than our picks, and we encourage you to stop by your local bookstore to check them out.

Finally, we use and enjoy the internet as much as the next guy, but we hope if you decide to purchase nautical books as gifts that you will do it the old fashioned way — by visiting one of the excellent local marine bookstores like Waypoint Marine in Alameda or the new West Marine Bookstore (formerly Armchair Sailor) in Sausalito. Their phone numbers and addresses appear in ads elsewhere in this issue.

Good reading, good will and good holidays to you all.

Gary Jobson's Championship Sailing (Gary Jobson, \$25) — Jobson needs no introduction to a sailing audience. An accomplished racer in virtually every significant sailing event around the globe — including several America's Cups — Jobson is perhaps best known for his TV persona, a kind of Walter Cronkite-Vin Scully-Billy Graham combination of wit, charisma, knowledge and enthusiasm.

But enough hero worship. Racers may find that their first impression of Gary's latest book may be, "I've read all this stuff before. And they probably have — racing rules, crew work, tactics, go-fast tips and so on have all been written up lots of times before. But in *Championship Sailing*, those things are the chess pieces and what Jobson does is show you the moves that win the game, whether you're a newcomer to the sport or an old so-so racer who never moves up from mid-fleet. Make no mistake: becoming a top-level sailor takes years of dedication and time on the water, and this book won't change that. But it will go far toward flattening the learning curve.

Understanding the Racing Rules of Sailing Through 2008 (Dave Perry, illustrations

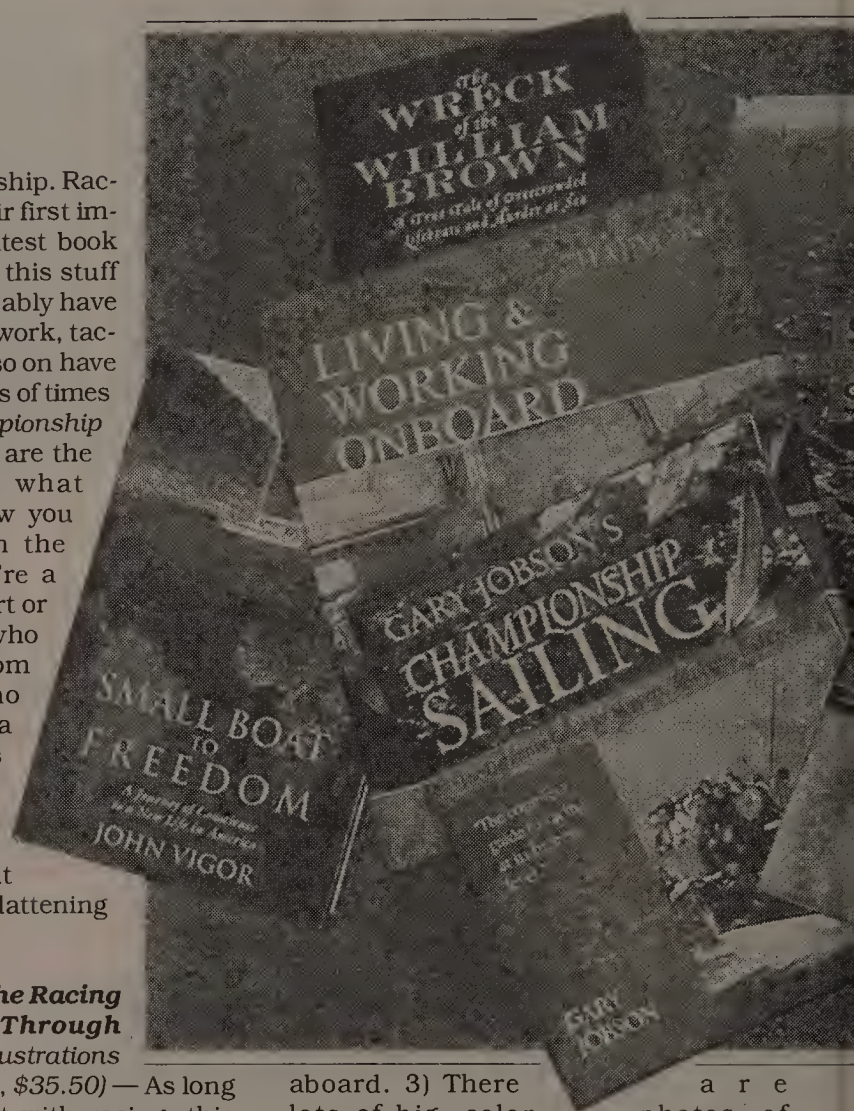
by Brad Dellenbaugh, \$35.50) — As long as we're starting out with racing, this book would make a perfect companion to the one just mentioned by Jobson. The racing rules change next month, and unless you can afford to have a rockstar at your side next season, you'll want to keep this book within easy reach at the navigation station. Perry does a great job of explaining even the most convoluted rules via a clever question-and-answer format, and Brad Dellenbaugh's excellent and amusing drawings illustrate the high points. Both Perry and Dellenbaugh make their livings at the top of the sailing game as coaches, teachers, judges and of course racers — so in a way, with this book, you will have a couple of rockstars aboard... without having to buy all that extra beer.

Living and Working Onboard (Dave Kelley, \$30) — We liked this book for several reasons: 1) It is not an exhaustive treatise full of technical details, anchor scopes, cost analyses, etc. It is, rather, a simple, common-sense treatment of a subject based on the experience of a real couple — the author and his wife. 2) There is lots of great real-life, up-to-date information here, from how much closet space you should really plan for, to ideas on how to set up an office

aboard. 3) There are lots of big, color photos of splendid interiors. While this is a grossly inaccurate portrayal of most liveaboard boats — chances are your first liveaboard isn't going to look like *Mirabella V* inside — it definitely sustains the enthusiasm level and fuels the dream.

Solo Sailing (The Legendary Sailors and Great Races) (Nic Compton, \$30) — These days, you need a playbook to keep track of all the sailors and races in all the shorthanded events in the world, and that's exactly what this book is. It not only details all the current race routes, records and past winners, it also gives a great overview of shorthanded racing and racers from Blondie Hasler to Ellen MacArthur. To Compton's credit, there is even a short section on the biennial Singlehanded TransPac from San Francisco to Kauai, a race that is 'below the radar' of most works of this type. A terrific reference work that is going directly onto our office bookshelf.

The Last Great Adventure (Sir Peter Blake, \$40) — Nothing can bring back the great Sir Peter Blake, who, as most readers will know, was murdered by Amazon pirates aboard the 118-ft aluminum research ketch *Seamaster* in De-



— GREAT GIFT BOOKS



cember, 2001. This book will not only add to the legend of one of sailing's brightest stars, it will, perhaps ironically, provide extra exposure for the cause which was so near and dear to Blake: awareness of the effects of global warming on the world's oceans. The book is composed of Sir Peter's logs aboard *Seamaster* during its ecological voyages to Antarctica and the Amazon. Supporting the text are terrific photos and personal glimpses into Blake's family life and a short history of his amazing accomplishments in offshore and America's Cup racing.

Sleek (*Images from the Rosenfeld collection, text by John Rousmaniere, \$50*) — What's always amazed us about the great masters of marine photography — several of whom are represented here — is not so much the breathtaking shots they got, but how they got the dang shots in the first place with bulky cameras, glass negatives and only one or two chances at the shot. These days, for just one regatta, we can machine-gun through 300 digital images on our lightweight auto-focus cameras . . . and still come up with only a handful of really decent ones.

Spicing this book up are a number of photos that appear in print for the first

time and text by John Rousmaniere (*Annapolis Book of Sailing, Fastnet Force 10, etc.*). About halfway through, his comment on the continuing attraction of these collections of old black and white photos says it all: "I prefer to decide on my own what color dresses those pretty women were wearing on *Dorade* that breezy day in 1931, when her young designer sits among them with that happy smile."

Your First Sailboat (*Daniel Spurr, \$15*) — Books of this ilk tend to be written by people with either little or too much experience. The former dwell way too long on minor stuff like nomenclature; while the latter often assume beginners know more than they do. That's why we were glad to see Dan Spurr's name on the cover. A former editor of *Practical Sailor* and *Cruising World* — as well as author of a number of excellent sailing/cruising books over the years — Spurr strikes just the right balance in this book of logic, education and humor, without ever talking down to the reader. This book could be the most useful gift you can give a newbie — well, except for those cute salt and pepper shakers shaped like lighthouses.

100 Fast & Easy Boat Improve-

ments (*Don Casey, \$15*) — We're constantly amazed at the resourcefulness of sailors to solve little problems or come up with ways to make life aboard better — and at guys like Don Casey (and Bruce Bingham) who have the presence of mind to jot down all these ideas so they can show the rest of us. We're even more amazed that they can somehow hone them down to a finite number. Casey, one of the top how-to gurus in this business, admits that was one of the problems with this book until someone came up with the 'fast and easy' parameter. "For most sailors, there is an inverse relationship between how enjoyable a boat project is and how much time it requires," writes Casey. "These qualify as fun projects. (None) take more than a few hours, you need only a few special skills and only common tools and materials." Great illustrations complete the instructions.

Journey of a Hope Merchant (*Neal Petersen, with William P. Baldwin and Patty Fulcher, \$25*) — When we briefly met Neal Petersen before the start of the BOC Round the World Race in 1994, he struck us as the most unlikely round-the-world racer of all time. While other competitors had certainly endured hardships to be there, they paled beside Petersen, who had grown up disabled

READERS ON THE STORM

and poor in Apartheid South Africa. He didn't make it all the way around the world in his self-designed, self-built 40-ft sloop *Protect Our Sealife* in 1994. (He had to drop out because of gear problems.) But he came back in 1998 in the same boat (renamed *No Barriers*) to become the first black man and first South African to race solo around the world. *Journey of a Hope Merchant* is the story of that race, and the poignant story of Neal himself, who now makes a living as a motivational speaker and hopes to sweep the leaves off *No Barriers* and go sailing again soon.

Destroyers On the Rocks, (Spencer Duckworth, \$18) — This book is not the first volume written about the grounding of seven U.S. Navy destroyers at Honda Point in 1923, nor will it likely be the last. But no one is going to do it better than Duckworth, who brings all his expertise as an environmental engineer, Coast Guard licensed captain and sailor to bear in analyzing the greatest peacetime disaster in Navy history. Gathering every available scrap of information together, Duckworth paints a detailed picture of the times, the men and the ships that hit the beach at 20 knots that foggy September night, and the 23 sailors who didn't live to tell about it.

How to Rename Your Boat (And 19 Other Useful Ceremonies, Superstitions, Prayers, Rituals and Curses), (John Vigor, \$11) — There aren't many nautical books we recommend for all the sailors on your list. This is one of them. The namesake of the book — an article which appeared in these very pages in 1996 — remains one of our most requested reprints. Vigor reprises the 'Renaming' article here, and uses the rest of the book to add immeasurably to the pomp, circumstance, myth and fun of our sport with other ceremonies on subjects ranging from the green flash, protection against lightning, sailing on a Friday, and even burial at sea: "... Don't be in a hurry to commit a corpse to the deep. First, you must be perfectly sure that death has occurred, which may not always be easy..."

Small Boat to Freedom (John Vigor, \$22) — It's not often we will feature two books in our Christmas list by the same author. But it's not often we read two books which are so different as the one just reviewed above and *Small Boat to Freedom*. This is the story of a sailboat voyage, and a very well-written one at that. But it is also the personal journey of Vigor, who made the heart-wrenching decision to leave his friends, his sister and aging mother and his adopted coun-

try of South Africa (his parents emigrated there from England when he was 13) because he feared for the safety of his wife and son. So, in early 1987, Vigor, his wife June, and his 17-year-old son, Kevin, cast off from Durban on, well, their small boat to freedom, a 31-ft Cape Town-built fiberglass sloop named *Freelance*. They sailed her to America, where Vigor has gone on to become one of the most prolific sailing writers of his generation.

Ship to Shore (Peter D. Jeans, \$19) — We're not quite sure why people keep publishing "Dictionaries of Everyday Words and Phrases Derived from the Sea" — this book's subtitle. This is the fifth or sixth one we've received over the past 10 years. That said, we (as usual) spent several hours chuckling through this compendium, which to our eye is the most complete and readable of the genre, and a great gift for the sailor or wordsmith on your gift list. One example: in the days of fighting sail, ships were assigned numbers. When the admiral wanted to talk to one of his captains, he'd have that ship's numbers hoisted on his flagship. Since the captain in question often got chewed out for some infraction, these summons soon gained the connotation of being 'found out.' Thus the popular phrases "I've got your number," or, "Your number is up."

The Wreck of the William Brown (Tom Koch, \$23) — The tale sounds familiar: a passenger ship sailing from England to America plows into an iceberg off Newfoundland and sinks. More than half the passengers drown because of insufficient lifeboats. But the *Titanic* does not have a monopoly on this nightmare story. It also happened to the sailing ship *William Brown* seventy-one years earlier. The complement of that three-masted 650-ton ship was much less — 17 crew and 65 passengers (the *Titanic* had about 2,200 total) — but at least one aspect of the *Brown's* story was even more horrific than *Titanic's*: It was decided by crewmen that an overcrowded lifeboat could not support all the survivors, so they threw 14 people back into the water to die. This fascinating book traces the history of the 'coffin boats' (as the emigrant ships were nicknamed), the last voyage of the *Brown*, and the subsequent trial and murder conviction of her lifeboat commander.

The Last Run (Todd Lewan, \$25) — You might have read about it. In August, 1998, two teenagers hunting for deer on a remote island off Alaska came across the bear-mutilated corpse of a man. It turned out to be one of five crewmen of the old 'Alaska schooner' fishing boat *Le*

Conte, which had rolled over and sank during a fierce storm 8 months and 800 miles away. The grisly discovery began author Todd Lewan's quest to put together *Le Conte's* story, and it's a page-turner. Comparisons to the bellweather of this genre, *The Perfect Storm*, are inevitable — *Le Conte* and the *Andrea Gail* are both similar-size fishing boats well past their prime, they have almost the same crew complement (5 and 6, respectively) and they were both sunk by huge storms. The main difference between the two stories is that most of the *Le Conte* crew survive to tell their tale, and in some ways that makes *The Last Run* a better read than *The Perfect Storm*. The Coast Guard helo rescue sequence in this book is also particularly gripping. Fair warning: don't start this one before a big day at the office — it will keep you up way past your bedtime.

The Only Life that Mattered (James L. Nelson, \$17) — It's a mystery to us why Hollywood continues to make up fictional pirate movies when the real thing is often better. Like the story of Anne Bonny, Mary Read and Calico Jack Rackham, who are the subject of this historical novel. Okay, maybe Anne and Mary are prettier and smarter here than they were in the flesh. But the basic story is true, from Anne running away from a husband and normal life to plunder Caribbean shipping with Jack, to their joining forces with the expert swordfighter and topmast man who turns out not to be a man at all, but Mary. *The Only Life That Mattered* ends like the trio's real story ended, too: with the trial of the century (well, the 18th century) where poor old Jack was sentenced to hang, but Anne and Mary employed a little-used loophole to get pardons — they were both pregnant!

Berserk (David Mercy, \$23) — This book is proof positive that God watches over fools, drunks and children. It's about three of the former — two of them had never even sailed before — who somehow manage to survive a sail from Ushuaia, Argentina, to Antarctica and back on an ill-equipped production 27-ft sailboat named *Berserk* ("and so is her captain," notes a wiser sailor who stays behind). The 800-mile round trip takes place in 1998 in the Drake Passage, infamous for its howling storms, ice and frigid, ship-swallowing black water. Author David Mercy (one of the non-sailors) tells the story the only way it can be told: straight like it happened. Humbling, horrifying, bizarre and often hilarious, it's a tale you won't soon forget or — we hope — ever want to replicate.

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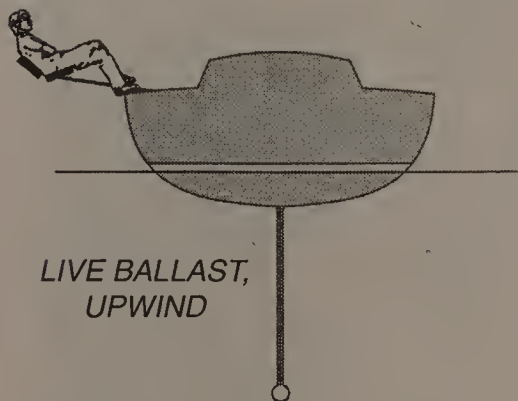
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“Well that explains it...” I said to myself as I saw what kind of boat my friend and dock neighbor had just bought.

The occasion was a new boat party. But instead of holding the affair at our own marina, he had invited everyone to his new berth in a nearby harbor. And now the reason was clear: His new boat



needed far too much water for the old dock.

He had also been particularly secretive about the whole project, not letting his friends in on any of the usual turmoil, angst and fun that is part of buying a new boat and moving up a step.

And it was a huge step up. He had gone from a very nondescript 30-year-old cruiser/racer to one of the newest, fastest most radical designs on the market. It was a long and narrow boat with a large cockpit and small cabin, definitely out of character for a sailor I had pegged as a cruiser first and a casual racer second. This boat had a retractable bowsprit, two sets of runners, a deep front rudder and a canting keel.

"Congratulations," I stammered as I handed the new owner my new boat gift—a powerful flashlight that would probably be considered too heavy to find a permanent place onboard. "This is quite a machine you have."

"Why, thank you," he smiled. "Help yourself to the champagne."

"Okay if we see what this trick keel can really do?"

The array of expensive snacks was almost as impressive as the boat itself. Business must be good.

"I hope you enjoy playing with the big kids," I remarked to the new owner after filling a plate with various kinds of ex-

otic little stuffed pastries. "When does the racing program start?"

"First I have to put together a crew..."

“Like, you rang?" interrupted Lee Helm, who never seems to be very far away when there's a spread of free food on a dock.

I introduced Lee, a naval architecture student who only crews for me when there isn't likely to be enough wind for windsurfing and there are no other boats more interesting than mine going out to race.

"Great poo-poops," she said through a mouthfull of raw fish. "But like, it really is a bummer that you can't get into the guest dock at your own yacht club."

"With a tide book and a little planning, I'll be at the club often enough," he assured us.

"For sure," she nodded unconvin-
vincingly. "But like, be careful to keep that front rudder off the rocks."

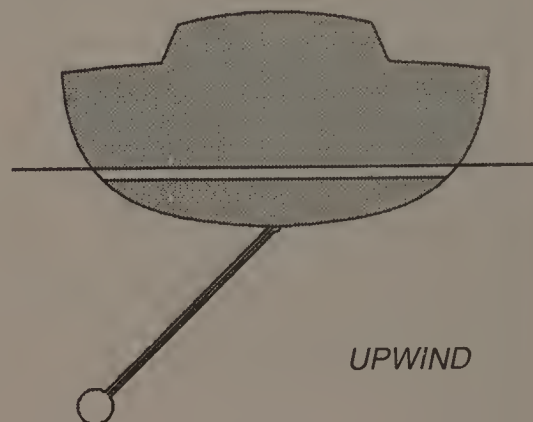
It was unclear if Lee had been an invited guest or not, but in any event she too had brought a gift for the new boat: A laminated chart showing code flags and local course signals, complete with a table giving the compass course, distance and visual background range for any likely pair of marks that could begin and end a leg of a race in our part of the Bay.

The owner expressed his thanks, but I wasn't at all sure he understood just what the chart was for. His racing to date had been limited to our local weekday evening club races, and he seldom came in above mid-fleet.

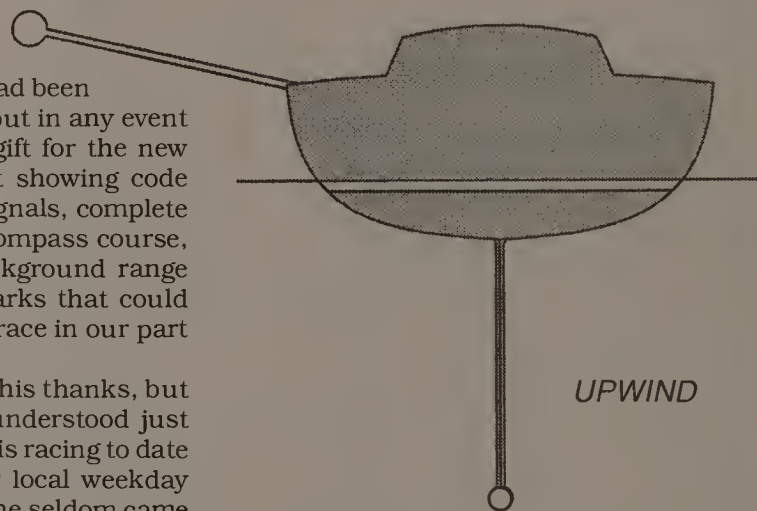
"Cool!" exclaimed another young sailor who had arrived on the scene just in time to see Lee hand over the plastic-coated chart. "Let's tape it up on the cockpit bulkhead."

This new arrival was also one of my crew, usually the foredeck hand. Some-

CANTING KEEL



WATER BALLAST



of spray lubricant.

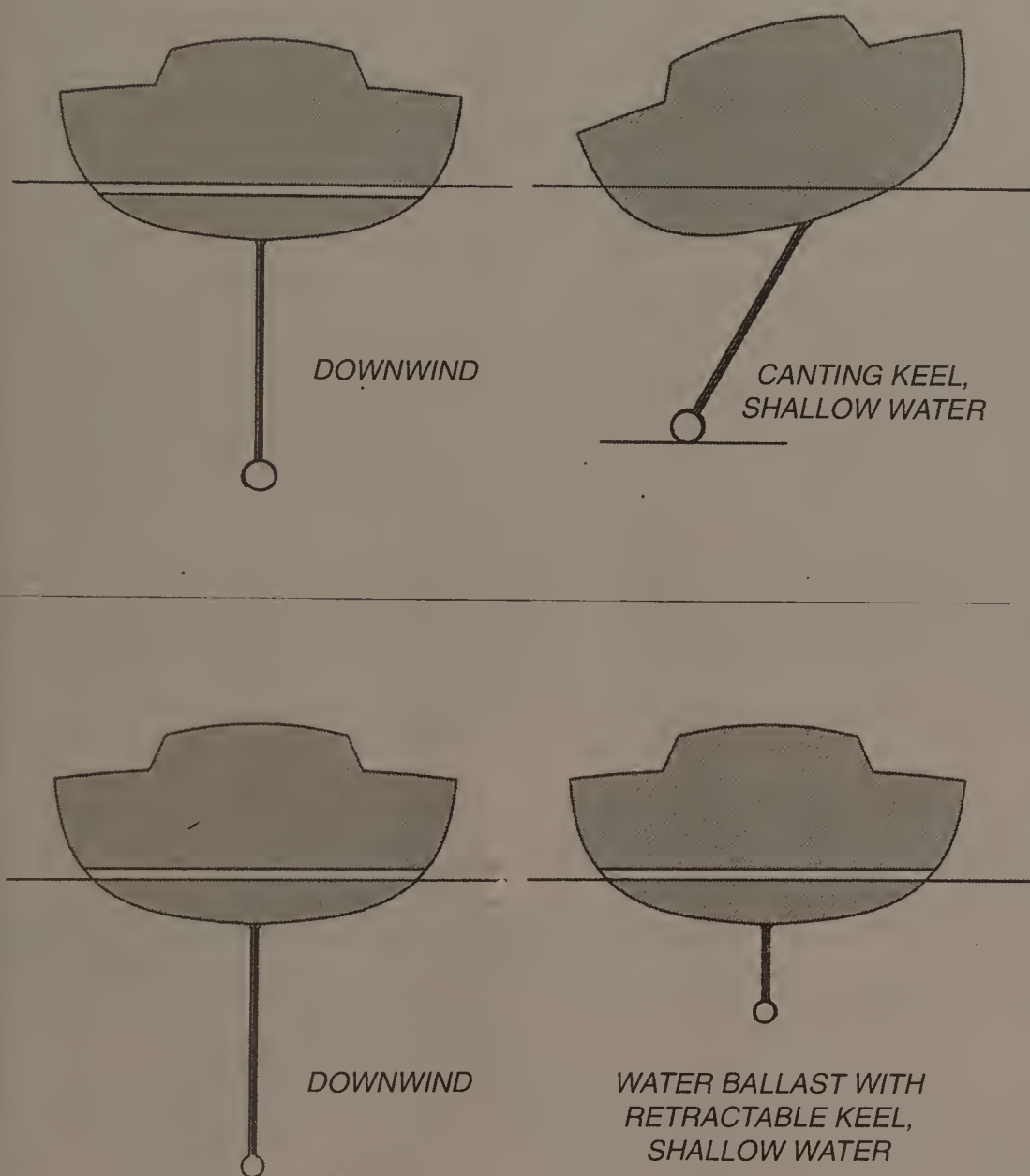
"Now, about your crew," he said as he started to lay out the details of what he imagined would be the upcoming race program.

But the owner was too busy playing host, and escaped to talk to some other friends. This left us to take a serious look at the new boat, especially the keel-canting contraption.

"Okay if we see what this trick keel can really do?" Lee called over to the owner.

"Sure, good idea. I'll demonstrate."

The owner climbed aboard, found the right buttons after some fumbling around, and warned all the guests sitting on deck to hold on. There was an



electro-hydraulic whirring sound and the boat started to heel, ending up way over on one side, the rail practically in the water. Then he pressed another button and slowly reversed the heel angle to the other side.

"Hate to be in a wrong-side knock-down with this thing," whispered my foredeck crew. "It would be blown flat in no time. Heck, it doesn't even start to pick up any righting arm from the keel until it's already halfway over. The thing might not actually capsize, but I bet 90 degree knockdowns are pretty easy, and that's a good way to throw a lot of people in the water."

"The keel extends almost seven feet below the bottom of the hull," the owner proudly announced, "and the hydraulic system can cant it out more than 45 de-

grees on either side."

"That's only five feet from centerline," noted Lee. "About the same distance out as crew weight on the rail."

"Do you always have to use the electric motor to move it in and out?" I asked.

"The offshore rules now require a backup hand pump," he said. "But it would take a long time to pump it out and back. Also, there has to be a panic button at the companionway to automatically return the keel to center. Watch..."

He pressed another button just inside the main hatch, and after some more whirring and clicking the boat returned to an even keel.

"You see, this way we have all the self-righting safety of a conventional fin keel, but the speed potential of a multihull."

"Well, not really," said Lee as soon as the owner had moved on to talk to some other guests. "This thing still has to carry around all of that movable ballast, upwind and down, light air and heavy. I mean, if you're going to move deadweight around to keep the boat upright, it might as well be water that can be tossed overboard when it's not needed."

"Or live ballast out on racks," said the foredeck crew.

"Do the racing rules even allow you to use an electric motor?" asked a woman who I thought I recognized as one of the new owner's crew from his old boat.

"I guess they do now," sighed my foredeck crew. "Although they sure wouldn't if it were up to me. I always thought the whole idea of sailing was to do it without using any mechanical source of power, and without burning any fuel."

"Get with the program!" said Lee. "That's, like, not how top-end sailing is done these days. I mean, it's all about burning fuel. The keel is the least of it — don't forget the big rigid-bottom inflatable support boat he'll need to go with this beast. And then there's transportation to the big events. Like, why do you think Key West Race Week had an SUV as the name sponsor?"

"I could see, perhaps, allowing a human-energy storage device," I said. "As long as it started out empty and the crew had to charge it up beginning after the start."

"A flywheel would work for that," Lee speculated. "Or a spring motor of some sort."

"The crew would mutiny if we had to be winding up a big spring all the time between short tacks."

"But someone has decided that electric motors are okay for shifting ballast," said the foredeck crew, "so this is the game we have to play. It's all very arbitrary, when you think about it."

"The rule for hiking is another example," said Lee. "I mean, we allow the crew to move their weight to windward to make the boat go faster, but then we say that the farthest we should be allowed to hike is right where it's the least comfortable. No one would have made rules like that on purpose. Either make everyone stay inboard, like maybe even in the cockpit where there are proper seats, or give us hiking racks that are actually designed to sit in and get our weight out past the windward rail. The

SEVEN REASONS WHY EXTERNAL WATER BALLAST IS BETTER THAN A CANTING KEEL

- 1) Water ballast can be much further to windward, so less ballast is required for the same righting moment, reducing total displacement.
- 2) Water ballast does not require an extra appendage dragging through the water at an inefficient angle.
- 3) Water ballast can be dumped for downwind or light air, reducing total displacement.
- 4) A non-canting keel can be retractable for shallow water operation or to reduce frictional resistance in light air downwind.
- 5) A retractable non-canting keel can be deeper and more efficient, and require less ballast for self-righting.
- 6) There is less need to use mechanical power to adjust water ballast.
- 7) Water ballast is less expensive than a canting keel.

racing would be just as good either way."

"And we wouldn't all have sore butts at the end of the day," added the foredeck hand.

"By hiking racks, you mean something like the seats that stick out over the side on beach cats?" asked the woman from the old boat's crew.

"For sure," said Lee. "They would make very comfy seats along the rail of any keelboat. And like, if you put six or seven people out on a rack, you don't even need the canting keel. Cheaper, faster, better."

"Actually," said the foredeck crew, "I think if you're going to go to canting keels and stuff, what you really have is a one-hull catamaran. Why not just race a catamaran in the first place?"

"But who would you race against?"

The broker who had sold the boat had just hove up alongside us on the dock, ready to defend the project.

"True," Lee agreed, "there's no high-level racing for big multihulls unless you want to do a marathon ocean crossing. But like, is there good racing for canting keels?"

"Yes!" boasted the broker. "This boat is allowed in all the big high-profile regattas. And there will be more soon. We have more of these on the way."

"There's still a kind of gap," I observed, "between our club beer can races and the top-end events that this boat is aimed at."

"Maybe the real problem," suggested my foredeck crew, "is that every measurement rule in the last few decades has failed to hold onto any kind of market share, so mid-level YRA type racing is having a tough time."

"Um, one-designs," Lee whispered.

"Boats like this fill an important niche," insisted the broker. "They bring

keel."

"As long as the panic button actually works with the boat upside down," I pointed out.

"Not to worry," the broker responded. "The new Offshore Special Regulations for canting keels require the boat to be self-righting even in the worst-case keel configuration."

"Still, I don't see how this improves the game," said the foredeck crew. "Good racing isn't the same as high speed. If it was, we'd all be racing cats."

"Okay, like, let's go back to first principles," said Lee. "Say we insist on sailing a monohull that's self-righting and can recover from a full inversion. But like, we also don't want to make any arbitrary restrictions on how we can keep the thing upright and sailing fast."

"Interesting thought experiment," I said. "Start with a clean slate, and define what an offshore racing sailboat should be."

"How do we move weight to wind-

angle, and you can dump the water out for going downwind."

"But you'll need the ballast anyway for self-righting," noted the broker.

"Not that much, if the keel is deep and the boat is narrow, which it can be if there's moveable ballast. Anyway, you need a lot less if the keel stays on centerline and you don't have to worry about worst-case cant angles. Plus it's possible to make a non-canting keel retractable, so you don't need a half mile of water depth just to berth the thing, and that allows you to make it even deeper for self-righting with less ballast. Plus a pod of water ballast can get much farther out to windward than a canting keel, so the amount of required ballast is a lot less. Plus with a non-canting

keel you don't need that silly front rudder."

"As long as we're in 'clean slate' mode," said the foredeck crew before the broker could respond, "let's allow rational hiking chairs on keelboats. If all the crew weight could move another four or five feet outboard, smaller boats wouldn't even have to think about canting keels or water ballast."

"As long as the racks could fold inboard for docking," said crew from the old cruiser.

"You people are dreaming," said the broker.

"Most venues that allow canting keels are also okay with water ballast," said Lee. "We'll see."

Meanwhile, the food was disappearing and the champagne was flowing. The more we criticized the new rig, the more everyone wanted to make sure they had a chance to sail on it. Finally the inevitable happened: "Let's take it out for a spin!" someone yelled. And a few minutes later, more than half the entourage was clambering for deck space as we threw off docklines and pushed off.

But it was not to be. Halfway down the channel, the keel touched, and the forward rudder was churning mud as we cautiously made our way back to the marina. It was a perfect demonstration of the problems with deep keels and rudders that don't retract.

But before the party was over, the new owner had his crew list complete.

— max ebb

"What you really have is a one-hull catamaran. Why not just race a catamaran in the first place?"

the latest technology to monohulls. Much more speed, much more excitement, much more potential for sponsorship and professional-level top-quality racing. But they are still self-righting, and have the offshore safety of a monohull with a deep

ward?" she asked. "Seems to me that a pod full of water ballast does the same job as the canting keel, and does it a lot cheaper and safer. And like, faster too, because you don't have to drag that extra strut through the water at a funny

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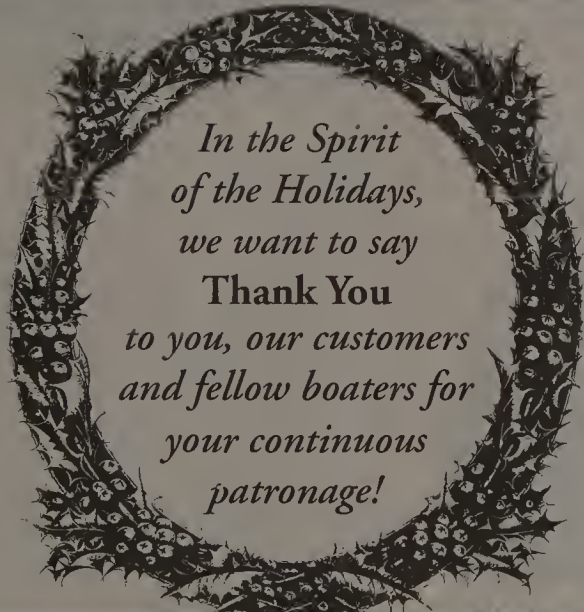
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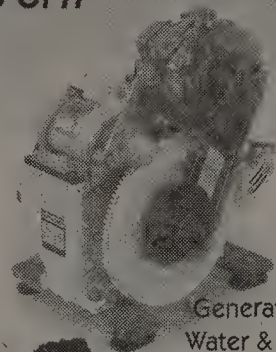
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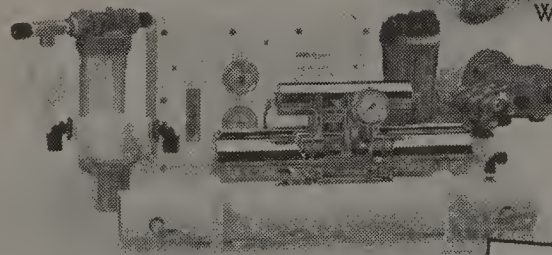
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THE RACING

*With reports this month on the revived **Big Sail** event at StFYC; four different light air **midwinter races**; the **Dry Creek Vineyard Pro-Am Regatta** at the Bitter End YC; the **Finn Nationals** at Coyote Point YC; a few **more midwinters**; some **box scores**; and a few **race notes**.*

The Big Sail — The Band is on the Field!

The 2004 Big Sail, revived in an exciting new format after being dormant for about ten years, was nearly a perfect reenactment of the infamous 1982 Big Game, with Cal overcoming insurmountable odds to beat Stanford in the waning seconds of the match. The only element missing was the Stanford Band pouring over the Cityfront finish line for a premature victory celebration.

Held on Tuesday, November 16, as part of the lead-up to the coming weekend's Big Game (football), the Big Sail now involves match racing in J/105s directly in front of the Club. Logan Jager, a junior from Charleston, SC, steered the Cal sailing team to a victory over Peter Deming's Stanford team, taking the match race series 2-1 after an improbable comeback on the last leg of the last race.

With the score tied 1-1 going into the

course. Stanford's Peter Deming, a junior from Oyster Bay, NY, seemed right in tune with tactician Andy Mesher, dominating most of the race. The young Cal team began its miracle comeback on the last leg by sailing straight to the shore after rounding the last weather mark. When the two rivals eventually converged, Stanford, which had stayed out in the ebb, held just a 2-length advantage, prompting Jager to initiate a fierce jibing duel. Following several light air jibes approaching the finish pin, Cal gained the starboard advantage, drew a foul against Stanford (which then also hit the finish mark), and crossed the line first in a photo-finish.

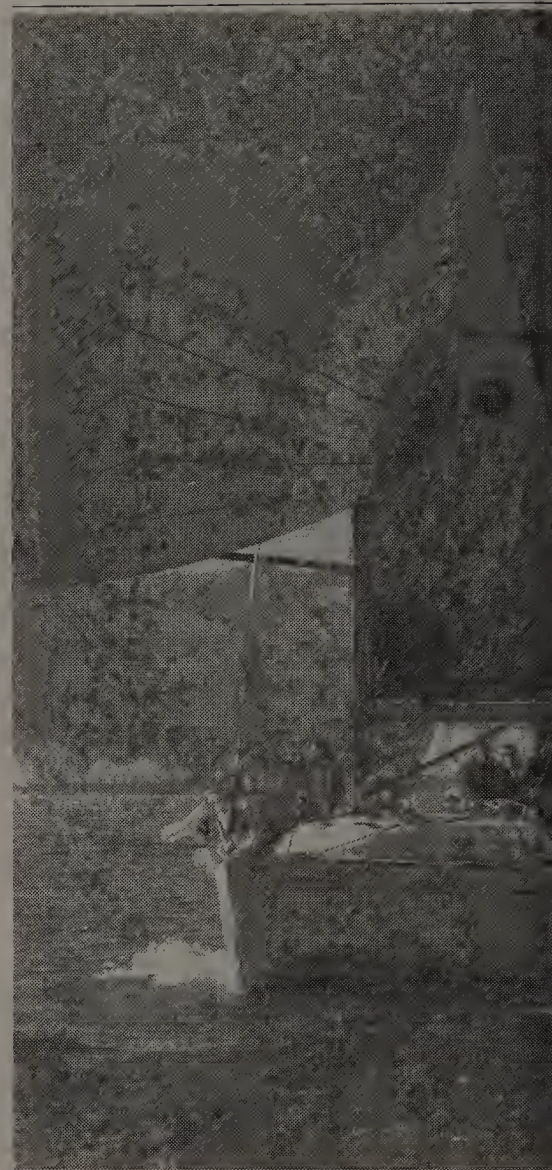
The BS also included two subdivisions, though neither was scored in the overall results. In the 'young alumni' fleet, Seadon Wijsen, who won an earlier incarnation of the Big Sail as a student in '89 and '90, led Cal to victory over Stanford.



Jager's Meisters — The winning Cal team, from left: Ryan Schultheis, skipper Logan Jager (in back), Anne Conway, Kristen Mayberry, Rachel Maxson, and Joss Giddings.

finale, Jager and his Cal crew fell behind at the start, and were a distant, manhood-robbing 15 lengths behind halfway through the double windward/leeward

His loaded crew consisted of former All-Americans and top J/105 sailors, including Dave Houser, John Horsch, Jon Perkins, and Blaine Pedlow. The Stanford team, skippered by Jeff Condon, included Al Sargent, Ali Rowe, and Matt Soldo. The 'masters alumni' fleet, featuring crew over 40 years old, was dominated by Stanford's



Peter Szasz, who beat former Cal rugby stud Pat Doyle in a hotly contested, but eventually one-sided, affair. Pat Doyle's logo'd "Cal" spinnakers were used on both Cal boats.

"We were surprised to creep back into that final race," claimed an excited and relieved Logan Jager. "After his start and first leg, I thought Peter had locked us up and thrown away the key, but the breeze lightened and we found an opening. It was the perfect end to a great event."

Exhausted Cal bowman Joss Giddings quickly chimed in, "Now if I could just find some way to get out of my Chern 1A midterm tonight. . ."

With both the Cal and Stanford bands in attendance, belting out fight song after fight song from the deck of the St. Francis, support for the sailors was impressive. Stanford Athletic Director Ted Leland and Cal's new Athletic Director Sandy Barbour were also both on hand to enjoy the StFYC's Tuesday Yachtsmen's

COURTESY CHRIS RAY



Soup is served — Division One boats at the GGYC Midwinters, from left: 'Shaddy Daddy', 'Aleta', and, heading out on port, 'X-Dream'.

Luncheon, and to witness the new and expanded Big Sail.

The Big Sail will continue as an annual event, to be held the Tuesday before the Big Game each year at the StFYC. Said Commodore Terry Klaus, "Next year, bigger and better!"

— brian mullen

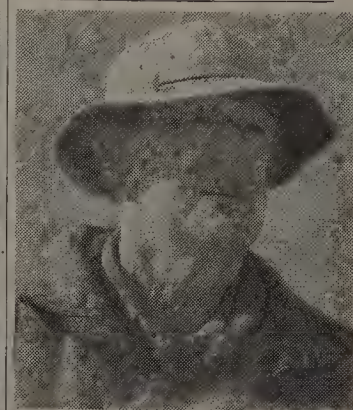
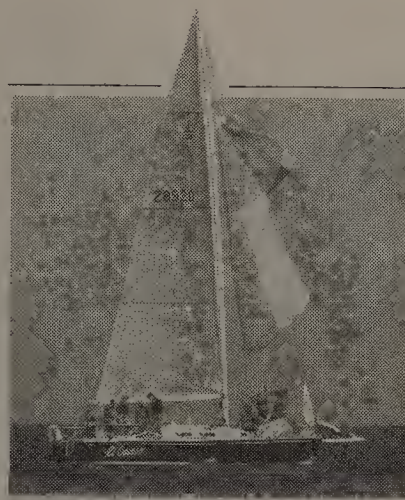
Golden Gate YC Midwinters

The winter season kicked off on November 6 with 68 boats participating in GGYC's first (of five) races in their popular Seaweed Soup Midwinter series. It was a beautiful sunny day for sailing, with a moderate westerly filling in just in time for the early (11 a.m.) starting sequence. The first three divisions sailed a 9.6-mile windward/leeward course (Blackaller/Blossom/Blackaller/Mason/finish), while the smaller classes did a 6.8-miler that

used Fort Mason instead of Blossom as the first leeward mark.

Though the course selection couldn't have been better, the choice of starboard roundings in an ebb race was a mistake. "We intended to put up the red flag signalling port roundings, but basically forgot," admitted race manager Matt Jones, candid as ever. The resulting messy situation at Blackaller — boats bearing off on port, trying to jibe back to the beach through a wall of starboard tackers — resulted in several protests. One boat, the J/120 *El Ocaso*, even shredded a kite on the masthead of a Santana 22.

Erich Bauer's Mumm 30 *Sand Dollar* topped the largest and most competitive class, the 19-boat Division I group, by 21 seconds over *Grace Dances*, a new J/120 on the Bay. Owner Dick Swanson, who just moved up from the Express 27 *Archimedes*, bought the boat, hull #139, in Southern California and was sailing it in his first race. "We had a good crew,



Left, the Key West-bound J/120 'El Ocaso' rips her second kite of the day. . . ouch! Right, 'Yucca' skipper Hank Easom clobbered Division II.

with Roy Haslup calling tactics. . . but basically I think we just lucked out!" claimed Swanson, who decided not to change the name of his new boat ("I have no idea what it means — it's a line from some poem."). Another J/120, *Mr. Magoo*, was third, with regular crew Jeff Lawson driving in the absence of owner Steve Madeira.

Robert Youngjohn's new IRC-oriented DK-46 *Zephyra* was one of six boats called over early in the starting melee, but failed to heed the radio call and were scored OCS. Too bad, as even at their temporary weekend rating of -33, they would have been second (the following Tuesday, *Zephyra* was assigned a 'real' PHRF rating of -21, which easily would have won the race).

Bay Area icon Hank Easom, sailing his trusty 8-Meter *Yucca*, beat up Division Two and posted the best corrected time among the three 'varsity' divisions on long course. Easom was on fire, hitting every shift and layline perfectly, and sailing around unhindered, for the most part, by other boats. Easom even picked his way through seven of the bigger boats that started five minutes before *Yucca* — and only three boats (*Zephyra*, the newly-turboed SC 52 *Kokopelli II*, and the Sydney 38 *Absolute 02*) posted faster elapsed times! "We just got our conditions," claimed Hank modestly.

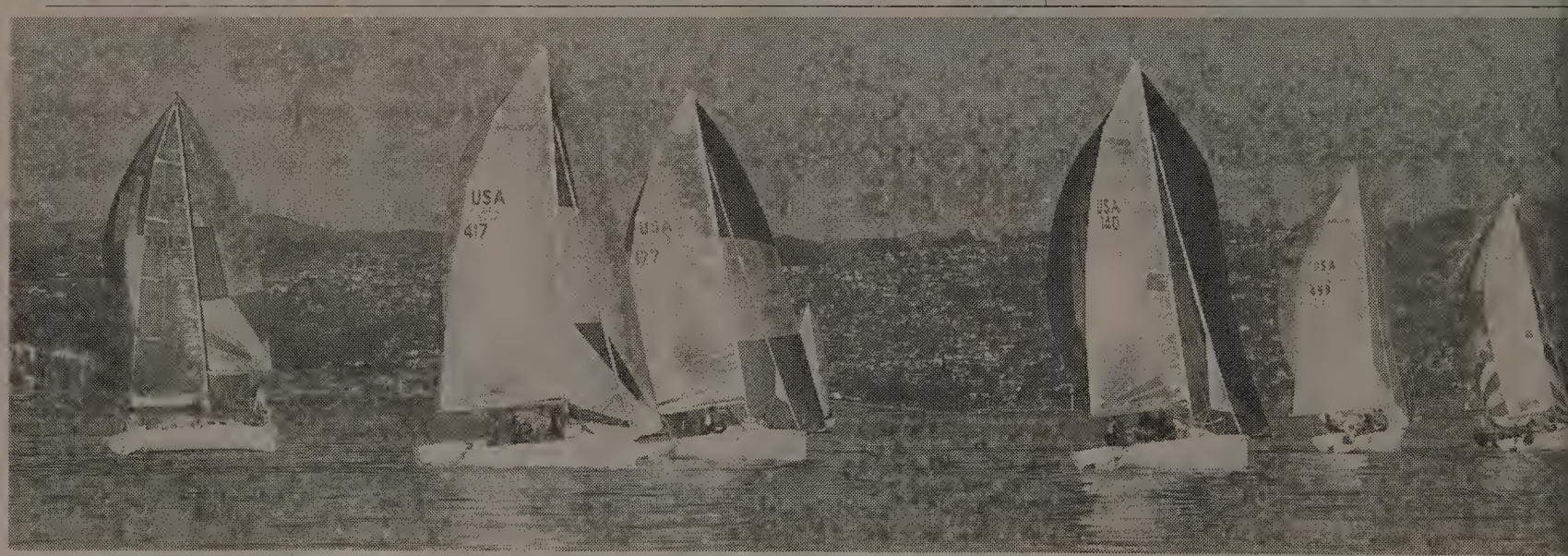
Other class winners are listed below. See www.ggyc.org for full results.

DIV. I (< 70) — 1) *Sand Dollar*, Mumm 30, Erich Bauer; 2) *Grace Dances*, J/120, Dick Swanson; 3) *Mr. Magoo*, J/120, Steve Madeira/Jeff Lawson; 4) *Chance*, J/120, Barry Lewis; 5) *Q*, Schumacher 40, Glenn Isaacson; 6) *Sensation*, 1D-35, Mario Yovkov; 7) *White Dove*, Beneteau 40.7, Mike Garl; 8) *Kokopelli II*, SC-52+, Lani Spund. (19 boats)

DIV. II (70-141) — 1) *Yucca*, 8-Meter, Hank Easom; 2) *Uno*, WylieCat 30, Steve Wonner/Bren Meyer; 3) *Harp*, Catalina 38, Mike Mannix; 4) *Bessie Jay*, Express 27, Brad Whittaker; 5) *Two Scoops*, Express 34, Chris Longaker. (12 boats)

J/105 — 1) *Irrational Again*, Jaren Leet/Sean

LATITUDE/ROB



McGinn; 2) **Larrikin**, Stuart Taylor; 3) **Whisper**, Eden Kim. (7 boats)

DIV. III (> 141) — 1) **Eyrie**, Hawkfarm, Tom Condy; 2) **Xarifa**, IOD, Paul Manning; 3) **Youngster**, IOD, Ron Young. (8 boats)

CATALINA 34 — 1) **Ka-Nina**, Gary Stypulkoski; 2) **Casino**, Bill Eddy; 3) **Crew's Nest**, Ray Irvine. (8 boats)

KNARR — 1) **Benino**, John Mounier; 2) **Pegasus**, Peter Noonan. (4 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson; 2) **Scout**, Terry Lynn; 3) **Polperro**, Peter Jeal. (8 boats)

Berkeley YC Midwinters

"It was your typical midwinter weirdness," commented co-chair Bobbi Tosse about Berkeley YC's first midwinter weekend, held on November 13-14.

After a 55-minute postponement on Saturday, 90 boats (out of 113 registered) got underway toward mark 'E' in a faint southwesterly. The wind then promptly shut down, and only the Tahoe-based Melges 32 **Merlin** seemed to be moving.

Merlin finished the 8.8-mile course in 2 hours, 12 minutes — almost an hour faster than most of the fleet. **Bodacious** was the only boat even close, and they corrected out 15 minutes behind the 4,000-pound rocketship.

"When **Merlin** finished at 2:37 p.m. and got a gun, one of the smaller boats radioed to ask if we had just shortened the course," said Tosse. "**Merlin** was so far ahead, no one thought they did all six



legs!" By 3:55 p.m., only 18 boats had finished. Then, a 15-knot westerly filled in, propelling the fleet to the finish line in a clump — 54 boats finished within 10 minutes, creating all kinds of fun for the race committee.

"We had a ball," said *Merlin* driver Richard Courcier, who co-owns the boat with John Corda, who does tactics. "We're keeping the boat at Brickyard Cove for the winter, and our entire 8-person crew com-

Painted ships — Scenes from the painfully light Berkeley YC Saturday Midwinters. The big winner, the Melges 32 'Merlin', is pictured above, middle right. All photos 'Latitude'/jr.

mutates down from Tahoe to go sailing once a month. We go skiing on the other week-ends! Our team has been together for about eight years, working our way up from a N/M 28 and a J/33. This boat's a real handful in a breeze, but it loves light air days like Saturday's race."

Just 30 boats showed up for Sunday's race ("Is everyone suddenly going to church now or what?" pondered Tosse) and, typical of the midwinters, the wind had done a 180. This time, the weather mark was 'A', and, given the steady 10-15 knot northerly, all boats politely finished one at a time. The day belonged to another Tahoe boat, Dan Hauserman's Melges 24 *Personal Puff*, which held off *Merlin* until halfway down the last down-

THE RACING

wind leg. *Puff* corrected out over 10 minutes ahead of *Merlin*, which got a late start due to the Sailing Instructions going back to Tahoe on Saturday night in a crewmember's pocket!

The top non-Tahoe boat of the weekend was Michael Whitfield's J/24 *TMC Racing*, which won the largest class on Saturday — the 13-strong J/24 one-design group — and then won the 168-raters on Sunday. This is Whitfield's first year in the J/24 fleet, and he has consistently been at or near the top. "We've been getting some nice new owners, and the class is reinventing itself as a kinder, gentler — and relatively cheap — way to go one design racing," claimed Curtis Press, the 2004 J/24 champion. "The amped-out, bumper-car days of J/24 racing are over, and all those people have moved on to hotter designs."

SATURDAY SERIES (Nov. 13):

DIV. A (< 79) — 1) *Merlin*, Melges 32, Richard Courcier/John Corda; 2) *Bodacious*, Farr One Ton, John Clauser. (5 boats)

DIV. B (81-135) — 1) *1st Impression*, SC 27, Rick Gio; 2) *Buena Vida XII*, N/M 28, Brian Barger; 3) *Cappuccino*, Ericson 38, Don Oliver; 4) *Maguro*, Santana 35, Jack Feller. (10 boats)

DIV. C (138-168) — 1) *Vivace*, Olson 25, Larry Nelson; 2) *El Gavilan*, Hawkfarm, Nick Nash; 3) *Clean Sweep*, Olson 25, Tom Nemeth. (7 boats)

DIV. D (> 170) — 1) *Latin Lass*, Catalina 27, Bill Chapman; 2) *Hippo*, Smith Quarter Ton, Mark Wommack; 3) *Cloud 7*, Santana 22, Shawn Roland; 4) *Ypso*, Cal 2-27, Tim Stapleton. (11 boats)

SF 30s — 1) *Jeannette*, Tartan Ten, Henry King; 2) *Prime Mover*, J/30, Lloyd Burns; 3) *Dreamtime*, Olson 911-SE, Roger Craine. (8 boats)

OLSON 30 — 1) *Dragonsong*, Thomas Knowles; 2) *Hoot*, Andy Macfie; 3) *Family Hour*, Bilafer Family. (8 boats)

ANTRIM 27 — 1) *Arch Angel*, Bryce Griffith. (3 boats)

MERIT 25 — 1) *Chesapeake*, Jim Fair; 2) *Bewitched*, Laraine Salmon; 3) *Froddy Duex*, Peter Connolly. (8 boats)

MELGES 24 — 1) *525*, Seadon Wijzen; 2) *Wuuf Daddy*, Dean Daniels; 3) *Personal Puff*, Dan Hauserman. (7 boats)

MOORE 24 — 1) *Pairachairs*, Rowan Fennell; 2) *Hot Rod Lincoln*, Charles Witcher; 3) *Sanity Retention*, Stephen Ritz; 4) *Numa Boa*, M. English/G. Combrisson. (10 boats)

J/24 — 1) *TMC Racing*, Michael Whitfield; 2) *Snowjob*, Brian Goeprich; 3) *Half Blind Monkey*, James Zervos; 4) *Nice Shot*, Mark Sutton; 5) *Phantom*, John Gulliford. (13 boats)

SUNDAY SERIES (Nov. 14):

DIV. I (< 91) — 1) *Personal Puff*, Melges 24, Dan Hauserman; 2) *Merlin*, Melges 32, Courcier/Corda. (5 boats)

DIV. II (93-165) — 1) *Flexi Flyer*, Soverel 33, Mitchell Wells; 2) *Shenanigans*, C&C 36, David Fiorito; 3) *1st Impression*, SC 27, Rick Gio. (7 boats)

DIV. III (168) — 1) *TMC Racing*, J/24, Michael Whitfield; 2) *Frogflips*, J/24, Richard Stockdale; 3)



Ed Baird (left) and Tom 'The Curmudgeon' Leweck won the Pro-Am for the second time.

Half Blind Monkey, J/24, James Zervos. (7 boats)

DIV. IV (> 170) — 1) *Latin Lass*, Catalina 27, Bill Chapman; 2) *Antares*, Islander 30 Mk. II, Larry Telford; 3) *London Calling*, Santana 22, Megan Dwyer. (7 boats)

OLSON 30 — 1) *Family Hour*, Bilafer Family; 2) *Hoot*, Andy Macfie. (5 boats)

Full results — www.berkeleyyc.org

BEYC Pro-Am Regatta

Current world match racing champ Ed Baird and Tom Leweck, the gregarious founder of the must-read online newsletter *Scuttlebutt*, teamed up again to win the 18th Dry Creek Vineyard Pro-Am Regatta, held the first week of November at the sailor-friendly Bitter End Yacht Club on Virgin Gorda, BVI. Once again, the regatta employed BEYC's unique 'triple match racing' game, with the resort guests, the 'ams', crewing for the 'pros'. The juniors raced in lively new Hunter 216s, while the masters sailed in the more sedate Freedom 30s. Only the winner of each three-way contest gets a point, and the final score is a combination of the junior's and master's scores.

This was Baird's fourth Pro-Am victory, making him the 'winningest' skipper in the history of the event. Previously, Baird won in '91, '94, and '01, the latter also under the then-new triple match racing format with partner Leweck. Baird, by all accounts the star of this year's Pro-Am, also topped the 'pro' division of the Scuttlebutt Championship, while Chicago sailor Tom Story took the 'am' division (and a free week for two at the BEYC). Lowell North, with JJ Isler calling tactics, won the 10th Defiance Day Regatta, a fun two-legged 'offshore' race to the Baths and back.

The Bay Area was ably represented by Don and Kim Wallace (purveyors of sponsor Dry Creek Vineyard), repeater Nadine Franczyk, Leslie Richter (owner of the J/105 *Bandwidth*), Laura Brien, Jennifer Marks, and several others. A camera crew filmed the entire week for the Fine Living Network's Fantasy Camp television show, which will air on December 19 on various obscure cable providers. Apparently our

ALL PHOTOS LESLIE RICHTER

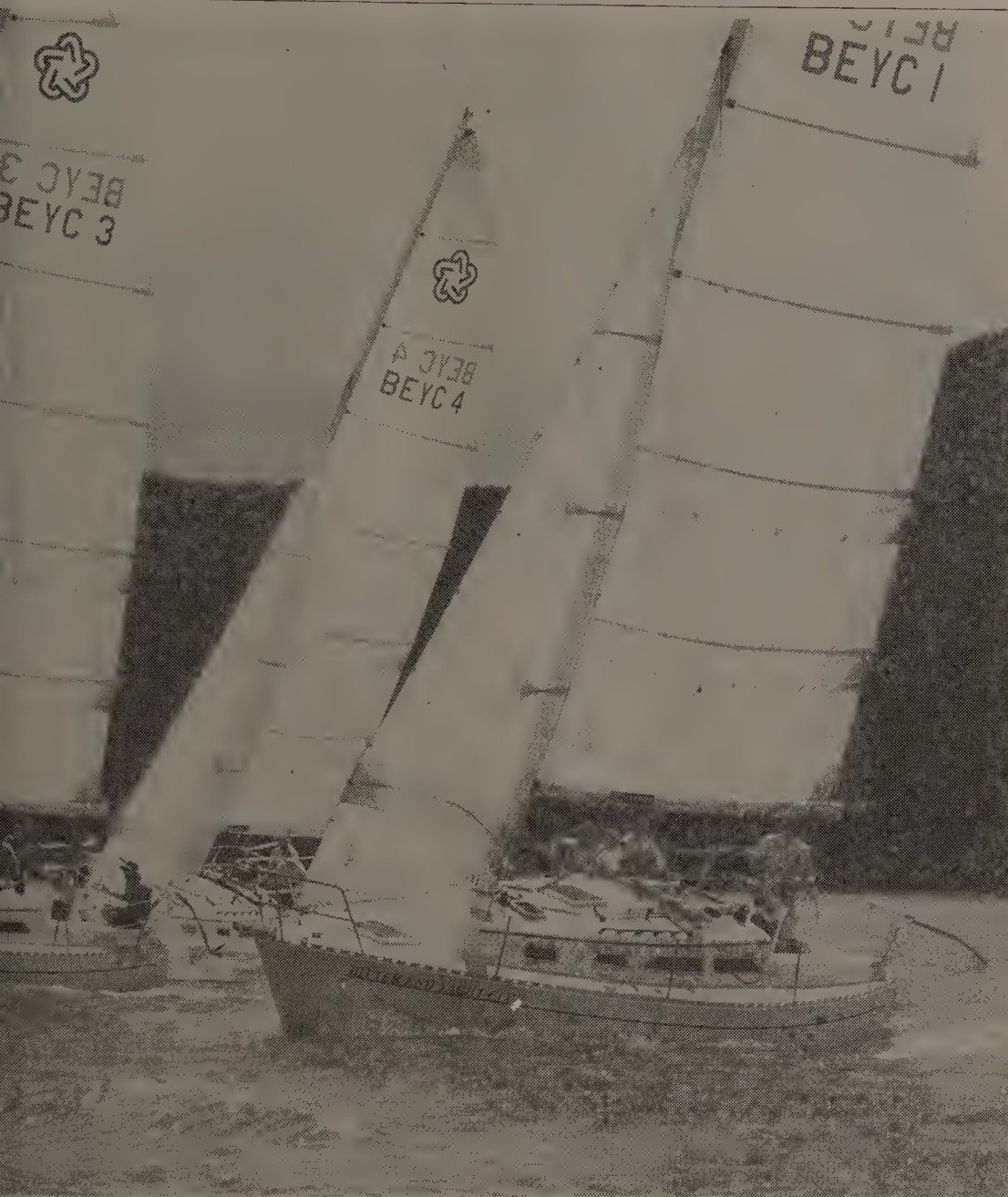
San Francisco contingent will be featured prominently in the segment, along with Southern Californians Ralph and Joanne Mailloux of *Team Pendragon*.

"The Pro-Am was great fun, and I'd recommend it to anyone," claimed Richter. "It really is a 'fantasy camp' — you get to sail and hang out with everyone, make new friends, and just relax for a week."

PRO-AM — 1) Ed Baird (4 wins)/Tom Leweck (2 wins), 6 points; 2) Carol Cronin (3)/Rod Johnstone (2), 5; 3) Russell Coutts (1)/Keith Musto (3), 4; 4) Betsy Alison (2)/Lowell North (1), 3; 5) Andy Burdick/Butch Ulmer (2), 2. (5 teams)

SCUTTLEBUTT CHAMPIONSHIP — *Pro Division* (Hobie Waves): 1) Ed Baird, 5 points; 2) Keith Musto, 11; 3) Lisa Ross, 12. (8 boats). . . *Amateur Division* (Hunter 216s): 1) Tom Story/Andy Burdick, 8 points; 2) Mary Jordan/Carol Cronin, 9; 3) John Gardner & Jen Marks/Peter Isler, 9. (6 boats)

DEFIANCE DAY — 1) *Add to Life*, Jeanneau 52, Lowell North/JJ Isler, 3 points; 2) *Freedom 3*, Freedom 30, Andy Burdick/Peter Isler, 6; 3) *Cosmic War-*



Happy campers — Leweck (#3), Musto (#4), and Ulmer (#1) triple match racing in the BEYC-hosted Dry Creek Vineyard Pro-Am Regatta.

lord, Express 37, Ed Baird/Tom Leweck, 7. (10 boats)

Sausalito YC Midwinters

After an hour postponement, the 2004-'05 SYC midwinter series got underway around 1 p.m. in sunny, light conditions on Sunday, November 7. With a huge committee boat bias and an ebb tide, the first fleet — the 8-strong J/105s — were subjected to two general recalls before they finally got off a clean start. The other classes were less jumpy, and soon all 48 boats were happily doing laps between Yellow Bluff and Knox.

The westerly peaked at around 13 knots before fading, depriving the J/105s of their scheduled second race. *Lulu*, Don Wieneke's J/105, nipped *Whisper* by 13 seconds to take daily class honors, while Keith MacBeth's Sydney 38 *Absolute 02*

squeaked past the WylieCat 30 *Carlene* by just 5 seconds to win the Big Spinnaker division. The other four groups were fairly close, too, with first through third places generally correcting out within two minutes of each other.

J/105 — 1) *Lulu*, Don Wieneke; 2) *Whisper*, Eden Kim; 3) *No Name*, Woodley/Titchner/Whitner. (8 boats)

DIV. A-1 (< 149) — 1) *Absolute 02*, Sydney 38, Keith MacBeth; 2) *Carlene*, WylieCat 30, Fred Soltero; 3) *True North*, Baltic 42, Jeff Dunnavant; 4) *Lynx*, Wyliecat 30, Steve Overton/JP Plumley. (10 boats)

DIV. A-2 (> 149) — 1) *Chorus*, Kettenburg 38, Peter English; 2) *Spindritter*, Tartan 30, Paul Skabo; 3) *Whirled Peas*, Cal 29, Phil Hyndman; 4) *Mr. Toad*, J/24, John Hunt. (11 boats)

DIV. B-1 (non-spin < 175) — 1) *Q*, Schumacher 40, Glenn Isaacson; 2) *Basic Instinct*, Elliott 10.50, Jan Borjeson; 3) *Veronese*, Beneteau 47.7, Chris Dawson; 4) *Silver Cloud*, Islander 36, Mike Melin. (9 boats)

DIV. B-2 (non-spin > 175) — 1) *Nordlys*, Knarr,

Joel Kudler; 2) *Roeboat*, Catalina 30, Rod Decker; 3) *Fledgling*, Golden Gate, Michael Bonner; 4) *Interlude*, Cal 2-27, Ken Crowe. (11 boats)

SANTANA 22 — 1) *Carlos*, Jan Grygier; 2) *Tackful*, Frank Lawler; 3) *Santa Maria*, Rich Karman. (7 boats)

Full results — www.syconline.org

Alameda YC Midwinters

Thirty-two of the 'usual suspects' showed up for the first Alameda YC midwinter race on Sunday, November 14. The Estuary looked like a mill pond when the race began at 1 p.m., but a pleasant 8-knot northwesterly eventually filled in. The new breeze turned the race into a series of parades, but it beat sitting becalmed all afternoon.

"It was your typical Estuary shuffle," said Adam Sadeg, who topped the Columbia 5.5 class in *Drummer* with crew Panda Love and Chris Shepherd. "Light wind, big ebb, lots of parking lots."

DIV. A (0-138) — 1) *Rascal*, Wilderness 30 cust., Rui Luis; 2) *Wile Coyote*, Express 27, Dan Pruzan; 3) *True Grits*, Express 27, Jay Montgomery. (8 boats)

DIV. B (Columbia 5.5) — 1) *Drummer*, Adam Sadag; 2) *Maverik*, Campbell Rivers. (5 boats)

DIV. C (139-189) — 1) *Shadow Fax*, Olson 25, Mark Simpson; 2) *Wuvulu*, Islander 30, John New; 3) *Cassiopeia*, Islander 36, Kit Wiegman. (8 boats)

DIV. D (> 190) — 1) *Pip Squeak*, Santana 20, Aaron Lee. (3 boats)

DIV. E (non-spinny) — 1) *Mi Amor*, Islander 36, Arnie Gallegos; 2) *Pearl*, Ranger 23, Michael Law; 3) *Dancing Girl*, Catalina 30, Ron Mero. (8 boats)

Three More Midwinters

Following are the preliminary results of a trio of midwinter races which occurred as we were going to the printer. We were slaving away inside all weekend, but were told it was beautiful and sunny on the Bay, with a moderate westerly blowing most of the day. The sailing conditions down in Santa Cruz were rumored to be equally fine.

JACK FROST SERIES (EYC: Nov. 20; 2 races):

EXPRESS 27 — 1) *Motorcycle Irene*, Will Paxton, 5 points; 2) *Magic Bus*, Paul Deeds, 6; 3) *Attitude Adjustment*, The Hoys, 6; 4) *Baffett*, Tom Baffico/Forest Baskett, 7; 5) *Swamp Donkey*, Scott Sellers, 9; 6) *New Wave*, Buzz Blackett, 13; 7) *Moxie*, Josh Grass, 18; 8) *Frog in French*, Kame Richards, 20; 9) *El Raton*, Ray Lotto, 22; 10) *Expressway*, Ross Groelz, 24.5. (22 boats)

PHRFA — 1) *Peggy Sue*, Laser 28, John Davis, 6 points; 2) *Aqua Nut*, Melges 24, John Kirkman/Peter Aschwanden, 6; 3) *Desdemona*, J/120, Brian Gauny, 7. (8 boats)

PHRF B — 1) *Encore*, Wylie Gemini Twin, Andy Hall, 3 points; 2) *Wings*, Columbia 5.5, Mike Jackson, 4; 3) *Chesapeake*, Merit 25, Jim Fair, 5; 4) *Zarpa*, Newport 30, Don Guay, 9. (10 boats)

WYLIECAT 30 — 1) *Lotta'tude*, Jon Bloom, 2 points. (2 boats)

THE RACING

ANTRIM 27 — 1) **Max**, Bryan Wade, 2 points. (3 boats)

Full results — www.encinal.org

SANTA CRUZ MIDWINTERS (SCYC: Nov. 20: 2 races):

CREWED — 1) **Go Dogs Go!**, Melges 24, Tim Hawkins, 3 points; 2) **Sweet Jane**, J/90, Trevor Baylis, 5; 3) **Animal**, Sydney 38, French/Lezin, 6; 4) **Tinseltown Rebellion**, Melges 24, Cam Lewis, 6; 5) **Tranya**, Moore 24, Colleen Maxwell, 15. (15 boats)

DOUBLEHANDED — 1) **Una Mas**, Moore 24, Larry Peterson, 3 points; 2) **Minor Threat**, Melges 24, Peter Dalton, 4; 3) **Sea Breeze**, Moore 24, Dini Brothers, 5. (10 boats)

505 — 1) **#7156**, Aaron Ross, 5 points; 2) **Panic**, Doug Hagen, 5. (5 boats)

Full results — www.scyc.org

PRE-HOLIDAY REGATTA (SFYC: Nov. 20-21):

DIV. I (< 70) — 1) **Mr. Magoo**, J/120, Steve Madeira, 6 points; 2) **El Ocaso**, J/120, Rick Wesslund, 18; 3) **Sweet Sensation**, 1D-35, Gary Fanger, 28; 4) **Sensation**, 1D-35, Rodney Hagebols, 31; 5) **Veronese**, Beneteau 47.7, Chris Dawson, 31. (12 boats)

DIV. II (> 70) — 1) **Youngster**, IOD, Ron Young, 13 points; 2) **306-LP**, IOD, Jim Davies, 16; 3) **August West**, J/105, unknown, 16; 4) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 23; 4) **Salient**, Cal 39, Mark Pearce, 26. (12 boats)

ALERION EXPRESS — 1) **Lazy Lightning**, Jason Freskos, 8 points; 2) **Polaris**, Chris Noe, 9. (5 boats)

Full results — www.sfyc.org

Finn Nationals

Passing weather fronts ushering in the rainy season played havoc with the 21 Finn sailors who travelled to the Coyote Point YC on October 22-24 for their national regatta. The first day's races began with promising sunny skies and winds in the 10-15 knot range, but things turned gray on day two, when a steady drizzle and variable southerly winds set in. Yet this was just the ticket for Olympic hopeful Bryan Boyd, of Edgewater, MD, who weighs on the light side for Finn sailors.

"I just concentrated on not taking any risks and making the boat go fast in the light air," commented Boyd, who sailed a borrowed new Devoti for the event. The Severn Sailing Association member brought along his own sail.

Boyd acknowledged that if the winds had been higher, second place finisher

COURTESY CPYC



Darrell Peck, of Vancouver Lake SC in Gresham, OR, would have had the advantage in this overpowered Olympic dinghy. Third place was heavily contested between Louie Nady, longtime Bay Area sailor who now lives in Daphne, AL, and Newport Beach's Henry Sprague. Heading into day three with 17 and 18 points respectively, Sprague was denied his

shot as the winds following the rain died to a trickle and the committee called off the final three races.

The concurrent Europe Nationals fizzled, with only two competitors showing up.

— robert jones

1) Bryan Boyd, 5 points; 2) Darrell Peck, 12; 3) Louie Nady, 17; 4) Henry Sprague, 18; 5) Dave Branch, 27; 6) Ian Bostock, 34; 7) Riccardo De Sangro, 37; 8) Patrick Weaver, 43; 9) Gus Miller, 46; 10) Johnny Greene, 46; 11) Andras Nady, 49; 12) Jeff Rey Case, 49; 13) Charles Heimler, 56; 14) Joe D'Amico, 60; 15) Bill Upthegrove, 61. (21 boats; 6 races; 1 throwout; www.cpyc.com)

Box Scores

The flood of race results is slowing to a trickle now, just enough to justify one more round of *Box Scores*:

PAIGE/LOGAN (StFYC: Oct. 23-24):

STAR (Calvin Paige) — 1) **Cindy**, Howie/Schiebler/Brad Nichols, 3 points; 2) **Clewless**, Rodney Hagebols/Steve Harrison, 8; 3) **Black Star**, Rick Peters/Mike Marzahl, 8; 4) **Star**, Bill Fields/Austin Sperry, 10; 5) **#8072**, Doug Smith/Jon Rogers, 12; 6) **Pequeno**, Alejandro Bugagov/'Jeep', 13. (11 boats)

Finnatics — The start of race two at the U.S. Finn Nationals. Left, winner Bryan Boyd.

MERCURY (Joe Logan) — 1) **Stars**, Jim & Kathy Bradley, 4 points; 2) **Axon**, Doug Baird/Chris Messano, 4; 3) **Pacer**, Pax Davis/Aaron Lee, 5; 4) **Disco Volante**, Dan Simmons/Phil MacAfee, 9. (7 boats)

Full results — www.stfyc.com

MOORE 24 ROADMASTER STANDINGS (final):

1) **Paramour**, Rowan Fennell, 23 points; 2) **Tag Team**, Scott Sorensen, 28; 3) **Eclipse**, Brad Butler, 31; 4) **Sparrowhawk**, Vaughn Seifers, 36; 5) **Mercedes**, Joel Verutti, 51; 6) **Wet Spot**, Michael O'Callaghan, 59; 7) **One Moore**, Tom Wondolleck, 70; 8) **Tranya**, Colleen Maxwell, 93; 9) **Teara**, Mark Breen, 99; 10) **Moorigami**, John Siegel, 102. (55 boats)

EL TORO TRIPLE CROWN:

1) Gordie Nash, 8 points; 2) Dennis Silva, 12; 3) Fred Paxton, 23; 4) John Amen, 25; 5) Mike Dias, 26; 6) John Walsh, 26; 7) Bruce Bradfute, 27; 8) Eric Beckman, 27; 9) Rufu Sjoberg, 28. (25 El Toros; combined results of the 'long distance' races — Bullship, Flight of the Bulls, Corkscrew)

FALL DINGHY/OLYMPIC (StFYC: Oct. 30-31):

505 — 1) Howie Hamlin/Cam Lewis, 14 points; 2) Carisa Harris/Ralph Silverman, 15; 3) Paul Allen/Shark Kahn, 38; 4) Jeremy Smith/Norm Petersen, 41; 5) Bruce Edwards/David Suelnn, 43; 6) Doug Hagen/Stuart Park 43; 7) Philippe Kahn/Andy Estcourt, 46; 8) Mark Dowdy/Jason Bright, 52. (16 boats; 5 races)

I-14 — 1) Zach Berkowitz/Steve Bourdow, 6 points; 2) Kirk Twardowski/Jim Margeson, 12; 3) Lawrence Henderson/Kurt Schmidt, 17. (8 boats; 5 races)

VANGUARD 15 — 1) Morgan Larson/Christa Scheer, 13 points; 2) Nick Adamson/Avery Patton, 16; 3) Adam Loory/Linda Szabo, 20; 4) Holt Condon/Katie Shuman, 31; 5) David Kenny/Ashley Frush, 37; 6) Matt & Elizabeth Sessions, 41; 7) Dan Brandt/Nina Viggi, 51; 8) Jim Barkow/Yasmin Eichmann, 54. (18 boats; 8 races)

29er — 1) John Heineken/Matt Noble, 10 points; 2) Jen Morgan/Patrick Whitmarsh, 12; 3) Myles & John Gutenkunst, 15. (8 boats; 5 races)

420 — 1) Mike Kuschner/Gabe Goldthwaite, 14 points; 2) Josh Leighton/Alex Butti, 15; 3) Megan & Lindsay Grove, 18. (8 boats; 8 races)

FINN — 1) Louie Nady, 4 points; 2) Bradley Nieuwstad, 7; 3) Bill Upthegrove, 10; 4) Andras Nady, 16; 5) Ian Bostock, 19. (11 boats; 3 races)

LASER — 1) Russ Silvestri, 6 points; 2) Andrew Casey, 10; 3) Brodie Cobb, 16; 4) Sean Kelly, 25; 5) Brian Malouf, 25; 6) John Bonds, 26; 7) Peter Phelan, 27; 8) Carlos Roberts, 27; 9) Buff Wendt, 28. (20 boats; 3 races)

LASER RADIAL — 1) Nicholas Dugdale, 4 points; 2) Rogan Kriedt, 6. (5 boats; 3 races)

EUROPE — 1) Lauren Maxam, 8 points; 2) Melina Hoyer, 8; 3) Susannah Carr, 9. (7 boats; 3 races)

Full results — www.stfyc.com

PERRY CUP #1 & 2 (MPYC: Nov. 6-7):

1) Doug Baird/Ed Tovrea, 6 points; 2) Pax Davis/Aaron Lee, 11; 3) Dan Simmons/Phil McAfee, 15; 4) Tracy Usher/Christy Osterhaus, 28; 5) Myron Erickson/Jim Lindsay, 38. (12 Mercuries; 6 races; 1 throwout)

Full results — www.merc583.addr.com/sail/

ROUND THE ISLAND (SFYC: Oct. 24):

SPINNAKER — 1) Ego, Melges 24, Don Jesberg; 2) Full Throttle, Melges 24, David Joyner; 3) Surfeit, Melges 24, David Wadbrook. (28 boats)

NON-SPINNAKER — 1) Youngster, IOD, Ron Young; 2) Rigadoon, Ericson 35, Wendy Miller & Randy Smith; 3) Q, Schumacher 40, Glenn Isaacson. (10 boats)

TOP TEAM — Rig-a-Winners (Rigadoon, Winnetou, Full Throttle, Cat's Paw, Boog-A-Loo, Vague Unrest)

COLLEGIATE STANDINGS (as of Nov. 17):

COED — 1) Brown; 2) USC; 3) Yale; 4) Harvard; 5) Hobart/William Smith; 6) Hawaii; 7) Dartmouth; 8) Boston College; 9) Stanford; 10) MIT; 11) Tufts; 12) Georgetown; 13) St. Mary's; 14) South Florida; 15) Roger Williams; 16) UC Irvine; 17) Navy; 18) Old Dominion; 19) King's Point; 20) Charleston.

WOMEN — 1) Charleston; 2) Yale; 3) Brown; 4) Boston College; 5) Harvard; 6) St. Mary's; 7) Old Dominion; 8) Dartmouth; 9) Georgetown; 10) Navy; 11) Stanford; 12) Eckerd; 13) Tufts; 14) Hawaii; 15) South Florida.

Race Notes

Holy Scheidt! Brazilian Laser legend **Robert Scheidt** and Greek 470 sailors **Sofia Bekatorou** and crew **Emilia Tsoula** were named the **ISAF Rolex World Sailors of the Year**. Scheidt, who won the Laser Worlds for the seventh time in ten years as well as another gold medal at the Olympics, earned the honor over nominees Ben Ainslie (GBR), **Ed Baird** (USA), **Paul Foerster/Kevin Burnham** (USA), **Steve Fossett** (USA), Gal Fridman (ISR), Torben Grael/Marcelo Ferreira (BRA), Roman Hagara/Han Peter Steinacher (AUT), Franci Joyon (FRA), and Iker Martinez/Xabier Fernandez (ESP).

Bekatorou and Tsoula, who also won a gold medal at Athens in convincing style, topped Adrienne Cahalan (AUS), Faustine Merret (FRA), Shirley Robertson/Sarah Webb/Sarah Ayton (GBR), and Siren Sundby (NOR).

Match racing circuit: **Liz Baylis** and crew Pease Glaser, Katie Pettibone and Aimee Hess tied for third with three other teams at the wind-abbreviated **Rolex Osprey Cup** in late October. Held in Sonars at St. Petersburg YC, the ISAF grade one event attracted ten top women match racers. In a rare tie, a pair of French women — Christine Briand and Claire Leroy — were declared the winners. . . San Diego YC's Bill Hardesty won the **San Francisco Challenge Cup** in J/105s in his home waters on Oct. 30-31, topping a St. Francis YC team led by Paul Cayard, 3-1. Cayard sailed Tom Coates' *Charade* with two Perkins (Chris and Phil), two Purdys (Melissa and Tom), and Steve Marsh. . . **Ed Baird** and his *Team Musto* won the tasty-sounding **Pizza-La Red Lobster Nippon Cup** in Japan, followed by Jes Gram-Hansen (DEN), Dean Barker (NZL) and Peter Gilmour (AUS). After four of nine events on the '04-'05 Swedish Match Tour (www.swedishmatch-tour.com), Baird is comfortably ahead and well on his way to the \$60,000 winner's bonus and a shiny new BMW 545i.

Congratulations: Two longtime local

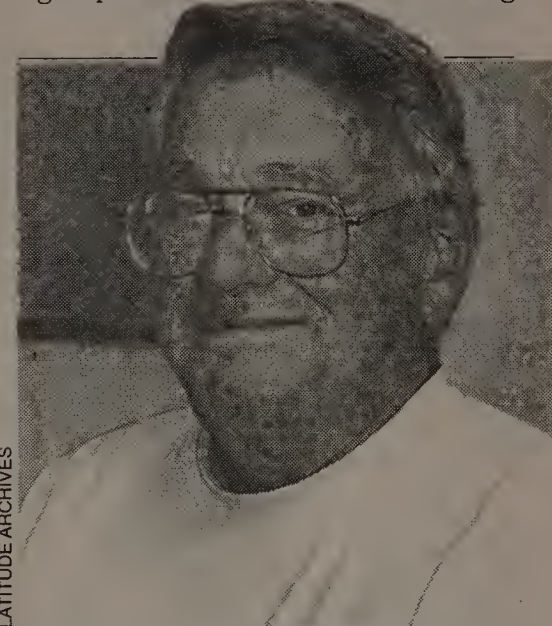
cial of that organization in NorCal and Nevada. . . Local PHRF guru **Dave Few** — who has toiled selflessly for 30 years on our PHRF board, including six as chairman — has been drafted to serve on the National PHRF Committee. A retired rocket scientist ("You think PHRF is political? Try working for NASA!"), Few sails his Cal 25-2 *Chablis IV* out of Coyote Point YC when not pondering PHRF issues.

The envelopes, please: Top honors in *Sailing World's* 21st **Boat of the Year** competition went to the new **J/100**, a fast and simple 33-foot daysailer. In addition to the overall award, the judges (**Alan Andrews**, Meade Gougeon, and Chuck Allen) also named BOTY winners in three categories: best race boat (Seaquest 36), best cruiser/racer (Beneteau First 44.7), and best performance boat (Nacra A2 singlehanded cat). Read all about it in the December/January issue of *Sailing World*.

Cervesa circuit: The **Del Rey-Puerto Vallarta Race**, coming up fast on February 11-18, lists just six paid entries on their website (www.dryc.org). Two are racers (the SC 50 *Horizons* and the Mac 65 *Barking Spider*), and the other four are cruisers. Surely, more boats will officially sign up soon, including some of the big



GEORGE REEKIE



LATITUDE ARCHIVES

Good guys — Tom Roberts (left) and Dave Few (above) continue to give back to the sport. They'd probably rather be sailing!

volunteers have recently been 'discovered' by US Sailing and appointed to important national positions. StFYC/SFYC member **Tom Roberts**, a Novato contractor and sought-after judge and umpire, is our new Area G Director, taking over the reins from Joseph Melino. Roberts will serve on the Board of Directors of US Sailing, and is now the highest-ranking offi-

boats like *Magnitude 80* and *Pyewacket*, which will be gunning for the course record (4 days, 23 hours, set by Dick and Camille Daniels' Mac 65 *Joss* back in 1985).

Meanwhile, the majority of the racers seem to be opting for Newport Harbor YC's revived, no-frills **Cabo Race** on March 18-19. Their website, www.nhyc.org, shows

THE RACING SHEET

45 boats signed up, and several dozen more are still expected. . . **MEXORC**, in case anyone is wondering, won't be held again until 2006.

Sale boat of the month: Novato contractor **David Rasmussen**, who sailed his Express 27 *Salty Hotel* with his son in the double-handed division of the Pac Cup last summer, came home from Hawaii with the need for speed. Since then, he purchased Synergy 1000 hull #8 (of 9 built), which was built up in Port Angeles, WA, but never assembled. Rasmussen commissioned Platypus Marine to finish the project, and the new boat should be in a slip at Richmond YC by early December. "We've named her **Sapphire** and, in kind of a tribute to Carl, painted her the same blue as *Surprise* and *Morpheus*," he said. The boat will debut at the Three Bridge Fiasco,

TransPac Early Entries*

Vessel	Type	Skipper	Hailing Port
Merlin	Lee 68	Patricia Steele	Maui, HI
Barking Spider 3	MacGregor 65	David Kory	Concord
Medicine Man	Andrews 61	Bob Lane	Long Beach
Odyssey	59' yawl	Audrey Steele Burnand	Long Beach
Blue	J/160	Ken & Cheryl Sears	Nashville, TN
Chasch Mer	SC 50	Gib Black	Honolulu, HI
Pursuit	Custom 48	Norman & Rosemary Dawley	Solomons, MD
Kahoots	Andrews 45	Kerry Deaver & Bob Williamson	Newport Beach
Locomotion	Andrews 43	Doug McLean & Melinda Lincoln	Long Beach
Ralphie	Cal 40	Taylor & Davis Pillsbury	Woody Creek, CO
Radiant	Cal 40	Fin Beven	Pasadena
Psyche	Cal 40	Steve Calhoun	Los Angeles
Illusion	Cal 40	Sally Lindsay Honey	Palo Alto
California Girl	Cal 40	Don & Betty Lessley	Richmond
Bubala	Cal 40	Lloyd Sellinger	Newport Beach
Jacaré	J/35	Jeff Young & Rich Blackman	San Diego
Soap Opera	Hobie 33	Scott Self & Nigel Brown	Rockwall, TX

(* as of November 9, 2004)

with Dave Hodges, who is building the sails, as crew.

Salty Hotel was just sold to **Mark and Renee Schmidt**, who wasted no time getting out on the race course — they jumped right into the 22-boat Express 27 fleet at the first Jack Frost race. Rasmussen also owns a cruising boat,

the Cal 33-2 *Salty Motel*, which he is seriously considering moving up to the Northwest next summer. "We've been up there three times around the *Sapphire* project, and have fallen in love with the area."

Adventure of a lifetime: Richmond YC member **Simon Bell**, a software engineer and Laser sailor in 'real life', is currently racing aboard *The Spirit of Sark* in the **Global Challenge**, the 'wrong way' race around the world that got underway from Portsmouth, England, on October 3. *Sark*, one of 12

identical 72-footers in the race, was sixth on the 6,200-mile first leg to Buenos Aires. The boats, all manned by a pro skipper and 17 paying crew, got underway again on November 28, bound 6,100 tough miles around Cape Horn and on to Wellington, NZ. Follow Bell's exploits at www.force-12.org.uk.

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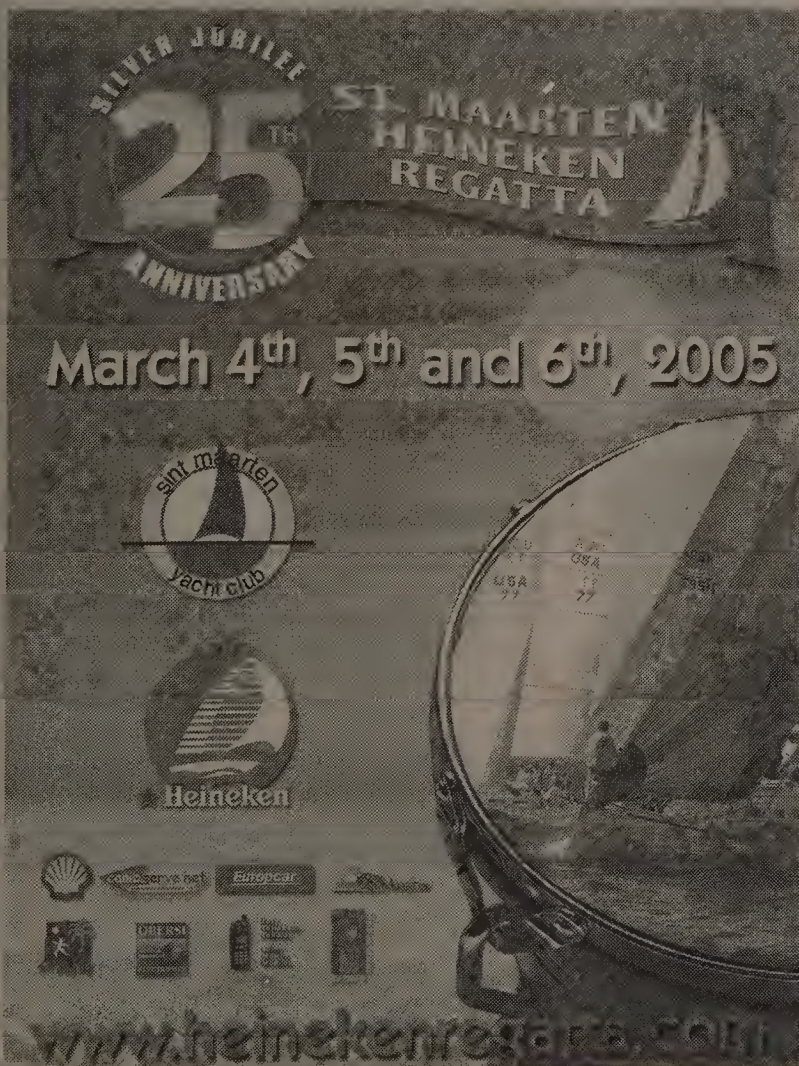
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With part two of our report on **Caribbean Sailing Venues**, a landlocked sailor's fascination with **All-Female Charter Crews** and miscellaneous **Charter Notes**.

Coral Reefs & Coco Palms A Caribbean Charter Primer, Pt II

In case you missed last month's *World of Chartering*, we dedicated our column to singing the praises of the Eastern Caribbean, as its 500-mile chain of islands comprises one of the world's most idyllic cruising grounds. In that first of two installments on the subject, we explained that in terms of sailing vacations, the region breaks down nicely into about a half-dozen venues which can be explored in a week or 10 days.

We made the point that the differences in cultural heritage between one island and the next has contributed greatly to each island's unique style or personality. And with that in mind, we noted a few favorite historical sites which are well worth checking out.

Having discussed the Virgin Islands and the Northern Leewards last month, we'll continue our southward trek.

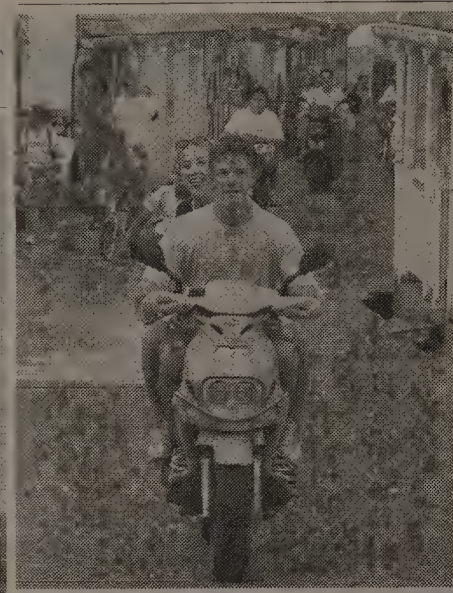
Antigua — Formerly a British colony, Antigua has been a Caribbean maritime center since the 1700s, when the British and French fought ferociously for dominance of the Eastern Caribbean isles. Today, as most sailors know, the

island is the winter charter base of choice for many of the world's most spectacular luxury crewed yachts, and is also home to several bareboat bases. The world-famous Antigua Sailing Week (April 24-30 this year), which is the Caribbean's largest annual regatta, began over 30 years ago when local charter yacht operators decided they needed a forum for end-of-season revelry before sailing off to do summer charters in the Med or New England.

According to the Antigua Tourist Board, the island has a beautiful beach for every day of the year. While that might be a *slight* exaggeration, this is certainly an island with enough protected anchorages and shoreside attractions to keep charterers happy for a week or two — especially if you include a couple of days at Barbuda. Although only 40 miles distant, few sailors visit that minimally developed isle, as the approach is peppered with reefs and it has few services. To our way of thinking, however, its isolation is a huge incentive to go there. White sand beaches skirted by brilliant turquoise water stretch for miles without bearing a single footprint and the snorkeling is superb. Today, these two neighboring islands are united as the nation of Antigua and Barbuda.

The centerpiece of Antigua's historical legacy is the painstakingly restored English naval station called Nelson's Dockyard. Built within a natural hurricane hole, it was an ideal base for the West Indies Squadron, within which Nelson served as a young officer. Today, the workshops, barracks and officers' quarters of old have been converted to restaurants, hotels and shops without sacrificing their inherent charm. Be warned, however, that history buffs within your crew may never want to leave.

The Southern Leewards & Northern Windwards — Forty miles south of Antigua lies the large French island of Guadeloupe. Together with Martinique, St. Barts and St. Martin these islands comprise the French West Indies, which is a department (or state) of France,

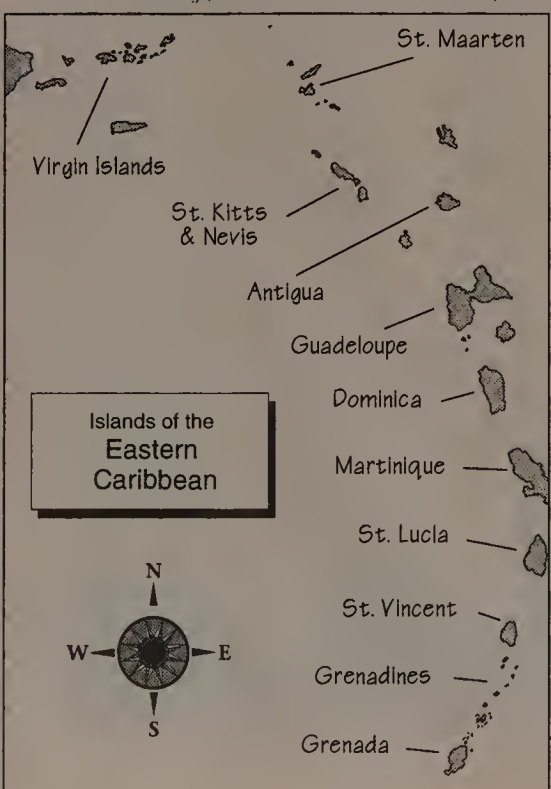


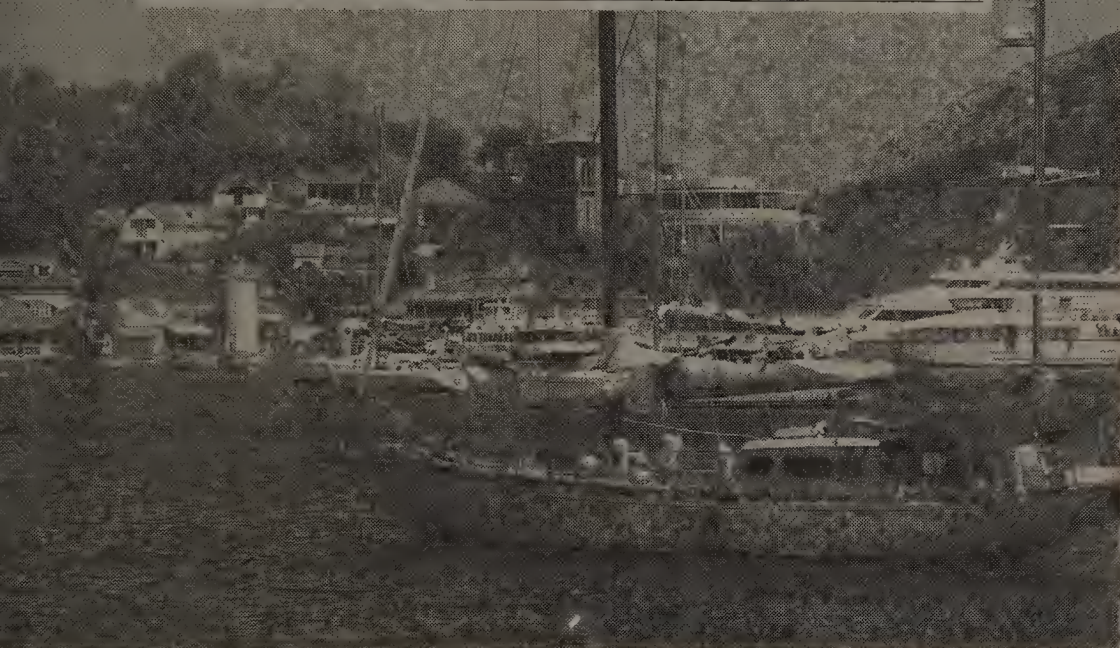
Apart from the rat-tat-tat of ubiquitous motorbikes, life in Les Îles des Saintes is refreshingly tranquil and slow.

whose residents have all the rights of other French citizens. As such, these islands have a steady inflow of French nationals, and their general character is quite different from their formerly British and Spanish neighbors.

Large and mountainous, Guadeloupe is the first of five tall islands that are much more lush, and consequently much more abundant in agriculture, than their northern cousins. Guadeloupe, for example, has an extensive rain forest with towering waterfalls and jungle-like vegetation. Fine creole cuisine on Guadeloupe and Martinique is a highlight, and provisioning is better — and more fun — than almost anywhere else in the island chain.

History buffs will enjoy seeing the colonial-era relics at Guadeloupe's Fort Fleur d'Épée and the ancient Arawak Indian rock carvings at the Parc Archeologique des Roches Gravées, but you'll also want to leave time to snorkel or dive at the Cousteau Underwater Park at Pigeon Island, which lies just offshore. And you *must* spend at least one night at the charming cluster of tiny islands called the Îles des Saintes, where fishing is still the main livelihood and casual waterside eateries abound.





LATITUDE / ANDY

The stretches of open-water sailing between these central islands can yield brisk winds and bouncy sea conditions, in contrast to the flat-water sailing in the lees. Directly south of Guadeloupe is Dominica — an anomaly of the colonial era, as it is a former British colony sandwiched between two French islands.

The poorest and least-developed island nation in the lower Caribbean, Dominica is not without its attractions. Hiking through the massive Central Forest Reserve is a nice contrast to those sunbaked days on the water. And while there you'll want to visit the Carib Indian Reservation, the last in the Caribbean, where evidence of centuries-old traditions still remains, such as thatched-roofed huts and dugout canoes.

Another booming open-water sail will take you to Martinique (the northernmost island of the Windward Antilles). Although the bustling city of Fort de France might be a bit too busy for your tastes, there are a number of coastal anchorages and fishing villages well worth visiting. For the culturally curious, we have two suggested stops. First, the Centre d'Art Musée Paul Gauguin at Carbet, which houses works and mementos from the artist's stay here prior to his emigra-

tion to French Polynesia. And second, St. Pierre's Musée Volcanologique which commemorates the catastrophic eruption of Mt. Pelee here in 1902, which killed all but a single survivor.

Although there are huge French charter fleets on both Martinique and Guadeloupe, most Americans charter out of St. Lucia when visiting this part of the Caribbean. Large bareboat fleets are based at both Marigot Bay and Rodney Bay.

St. Lucia probably has the most volatile history of any Eastern Caribbean island. The ferocious Carib Indians kept European navies at bay for more than 100 years before finally succumbing. The British and French then began a protracted struggle to control it through 14 exchanges of power that lasted until the end of the Napoleonic wars, when the Brits permanently planted their colors on St. Lucian soil. It's well worth taking a taxi tour through the inland countryside with its vast agricultural tracts. While you're at it, stop at Fort Charlotte atop lofty Morne Fortune. Even if you're not interested in the 18th century artifacts there, you'll love the panoramic view from the ancient battlements, which includes the toothlike Pitons mountain range to the south.

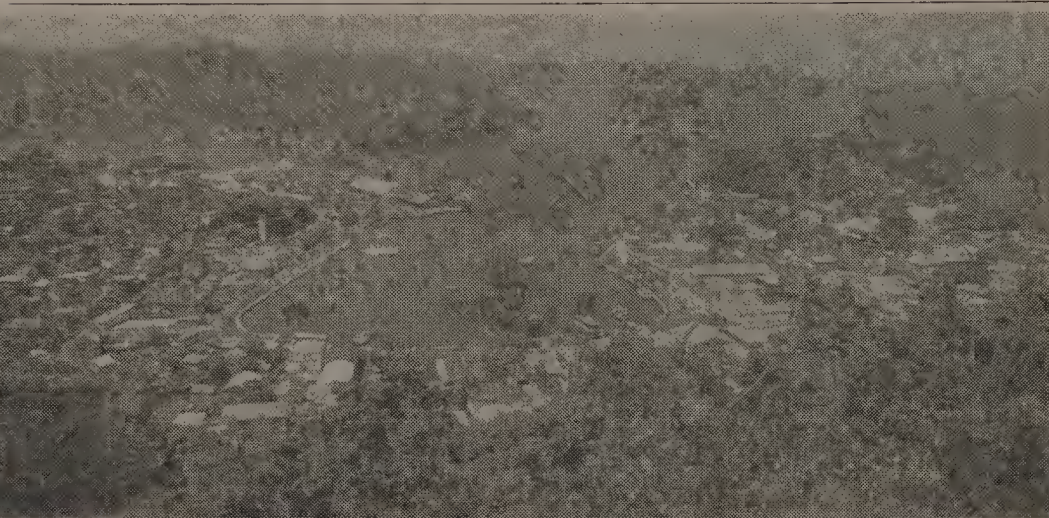
Grenada and The Grenadines — We've always thought the naming of this southern stretch of islands could have been better thought out. After all, the northern nation within this archipelago is officially called St. Vincent and the Grenadines — a mouthful — and the southern group is lumped under the title Grenada — although that's also the name of the principle island in the group. But what do we know? In any case, it's a wonderful region that features short hops between islands, charming little waterside towns and a laidback pace of living. A nice loop tour of the Grenadines can be done in a week from charter bases in St. Vincent — the large, verdant island at the area's northern end. But with 10 days to burn you could do a one-directional trip from Grenada to St. Vincent, hitting a variety of cozy anchorages and snorkeling spots along the way. Among our favorite stopovers here are idyllic Port Elizabeth on Bequia's Admiralty Bay, the tiny Palm Island Beach Club, the Tobago Cays and Carriacou, where a few old-timers still build hand-hewn boats on the beach.

Needless to say, Grenada took a horrible beating from Hurricane Ivan in September, and it will be a while yet before the island's infrastructure is up to snuff. But West Indians are a resilient lot who simply pick up the pieces and start re-

History buffs will be in heaven when they visit the ancient wharves of Nelson's Dockyard, a centuries-old maritime center.



LATITUDE / ANDY



GRENADA TOURISM

Before taking a beating from Hurricane Ivan, the natural harbor at St. Georges was one of the most picturesque bays in the Caribbean.

building without waiting for a government handout, and the tropical flora wastes no time in refoiling.

We can only hope that Grenada's capital, St. Georges, is put back together with as much style as it had before the big blow, as it has long had a reputation as the prettiest town in the Southern Caribbean. Once Mother Nature waves her magic wand over this lush mountainous island, a taxi tour through its interior

will reveal why it has long been called the 'spice island', as rich fragrances, such as that of nutmeg, are often carried on the breeze.

Sadly, many of Grenada's historic buildings were probably badly damaged, but we'd bet Fort George and Fort Frederick are still standing. Both offer commanding views of the harbor below.

We'll end our island-hopping tour here, but hope that you'll drop us a line and a photo if you visit any of the historic sites mentioned — or have other suggestions to share with readers.

As if near-perfect sailing conditions weren't enough, the islands of the Eastern Caribbean hold a wealth of fascinating connections to antiquity which can add immeasurably to the richness of a vacation under sail.

— latitude/aet

Keeping the Ladies Happy: Tips for Captaining All-Girl Crews

I've done three wonderful charter trips with almost all female crew and I'm about to take off on another one. Why? I've found that having mostly women aboard is just, well, fun.

Without dwelling on the must-see anchorages of the BVI — which are often discussed in these pages — I'll share some notes from our trip there last winter, followed by some worthwhile tips which have helped to make these trips successful for all involved.

Soon after our annual Commodore's Cup race/cruise on the St. Croix River here in Minnesota, my friend Brien and I sent a note to our mostly female crew, proposing a weeks' charter in the BVI. We were delighted to get three notes back

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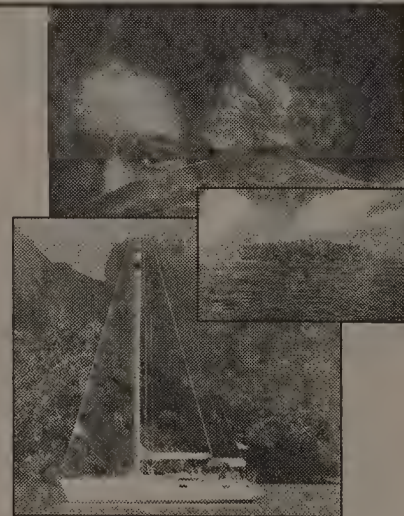
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OF CHARTERING

accepting the invitation, and also asking us if they could bring along some girlfriends. We said that was fine, as long as they were really sure about their friends, as they would be sharing tiny double cabins with them for a week.

While we were not proposing to do anything as ambitious as sailing across the Atlantic, I re-read the excellent advice on how to organize a sailing charter in Bill Buckley's classic book *Airborne*. Bill is very clear on how he selects his crew for three or four weeks of togetherness — there is no room for the slightest hint of selfishness or lapse in courtesy. To this I added my own rule barring those with drinking problems. I had a brief chance to talk to everyone whom we planned to invite before giving my agreement. Brien and I discussed inviting some more men, but wanted the overall testosterone level to be pleasantly low.

We phoned up Sunsail, and settled on a Sun Odyssey 42.2, which was quite cheap during the week in early January which we'd selected, especially with our repeat customer discount. This boat had the essential two heads, three double

cabins, as well as a small fourth cabin with upper and lower bunks which we elected not to use.

The French do a fine job with these charter boats. Ours was attractive, and had an excellent engine-driven refrigeration system, soundproof heads and a solid engine.

The wind was light for several days, which did not help the fact that the boat seemed rather slow. But the lack of ground swell in many of the sailing areas in the BVIs was reassuring, as Sonya had never been on a sailboat before, and Kristine confessed to being prone to seasickness.

While I impressed on everyone the need to conserve fresh water and to be careful with the plumbing, I initially failed to make the point that we needed to get an early start if we wanted to make a lunch stop and still get the boat to a safe anchorage or buoy by sunset at 5:45



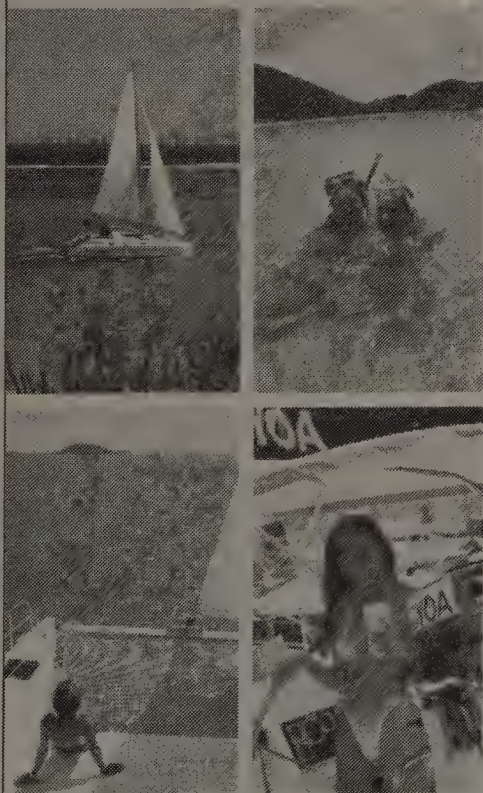
ERIK WESTGARD

Arrrrrrrr maties! There was no 'defering to the guys' on this boat. Here, Sonia grinds, while Marcia tails.

or so. There were some tense moments in the mid-afternoons as I urged everyone back to the boat to get to our mooring spot for the night.

We took a tip from Buckley and established a clear chain of command and an informal series of departments aboard. Anne, who had been with me on

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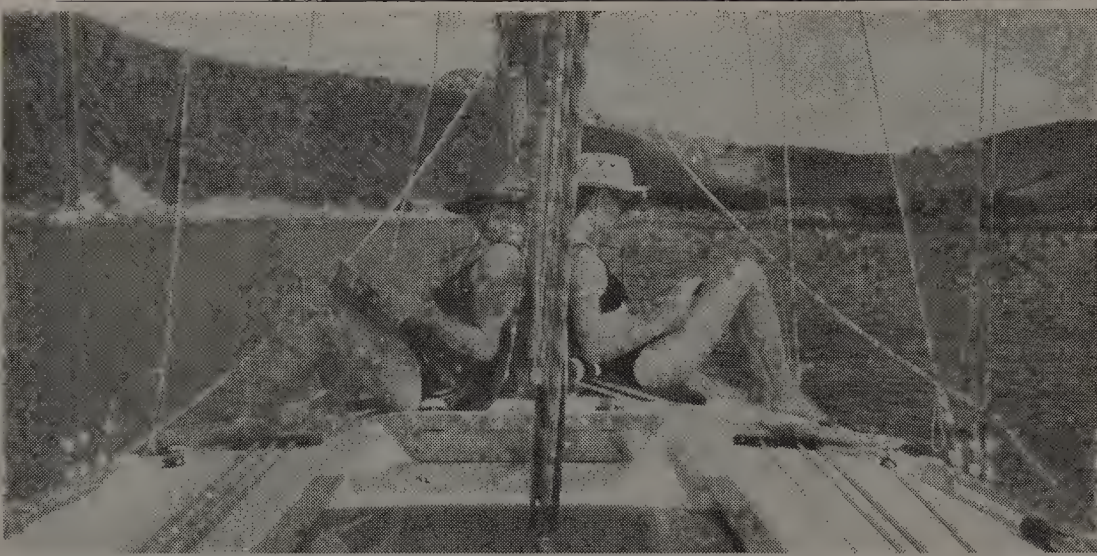


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ERIK WESTGARD

In a tranquil BVI anchorage, Marcia and Kristine catch up on their reading while soaking up tropical sunshine — just what they came for.

two previous charters, organized the Deck Department, in charge of hoisting and controlling sails and dealing with anchors and moorings. Brien ran the helm and we let a few folks take the wheel a bit and learn the rules of the road. While the boat had a really nice extended bimini that could be dropped aft to block the late afternoon sun, it was hard to see the wind vane. Anne started the trip

in charge of Food and Beverages, which she was pleased to hand off toward the end of the week. Amy ran the finance department, and kept one sink with soapy water and one with hot rinse water after meals to encourage self-service dishwashing.

We used the 'kitty' system for finances — everyone chipped in \$100 more than the cost of the boat, and that paid for all shared expenses such as provisioning, water, park permits and moorings. The last few nights 'the boat' bought dinner

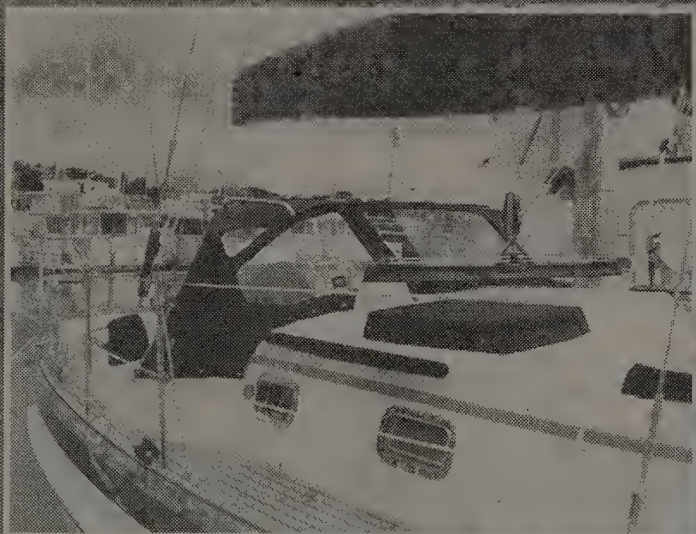
with the remaining funds. We otherwise did not cook on the boat other than boiling some eggs.

There was one more hint from Buckley that was most helpful. On at least one of his long trips, he brought along his wife's unmarried sister. For the men at least, our code of conduct was that we would pretend our sisters were aboard. We made a list of things they would not like to see or hear about and then made sure we at no time crossed that line.

There were few complaints throughout the trip, although there was some dissatisfaction with my tendency to invariably pick what I decided was the safest buoy or anchoring spot rather than the one closest to the beach. And there was one other comment which made me smile — that there maybe needed to be "a little more testosterone" on the boat next year.

Now for some more general tips. Crew selection is key. You have to make sure, as much as possible, that everyone is compatible and will get along. For male skippers, the way you start gathering

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female crew is to get one or two signed on, then, if you play your cards right, they will bring their friends. If they don't return, analyze what you are saying or doing that scares people away. Forty+ is a good age range for crew — fewer hormones can lead to lower stress.

We might try a trip with a more mixed crew, or mostly couples. If so, I think I'd use all the same procedures. (I haven't seen a lot of successful cases of husbands teaching wives to sail.)

The following are informal rules which I've used while captaining these charters.

- No yelling.
- Make sure everyone has a real job while sailing, docking, etc. In three trips down there, I have steered for perhaps an hour. Sailing the boat is much of the fun of the trip. Buckley often had a professional crew on his boats, and let them steer only during dinner.
- The first person up in the morning, male or female, makes coffee.
- Bring as many experienced female sailors as possible, and put them in charge of helping the newcomers.
- More than one 'Alpha Male' aboard,

ERIK WESTGARD



especially if they have strong opinions on sailing, is usually trouble.

• Use an open and collaborative management style — we're all on vacation, remember. However, the captain gets the final say if, and only if, the issue is directly related to the immediate safety of the boat.

- Don't sweat the finer points of sail trim, boat speed or tacking procedures, etc. And, again, *no yelling!*
- No alcohol while underway.
- Male crew should refrain from any

On the approach to 'The Baths' the author helms the Sun Odyssey 42.2 while Anne looks ahead for an available mooring.

remarks on the subject of human reproduction.

- Help with the dishes.

— erik westgard

Eric — Many thanks for your insights. You obviously work at being a gentleman, perhaps due to your Minnesotan roots. Having done enough all-guy trips to last a lifetime, we agree that mixed crews —

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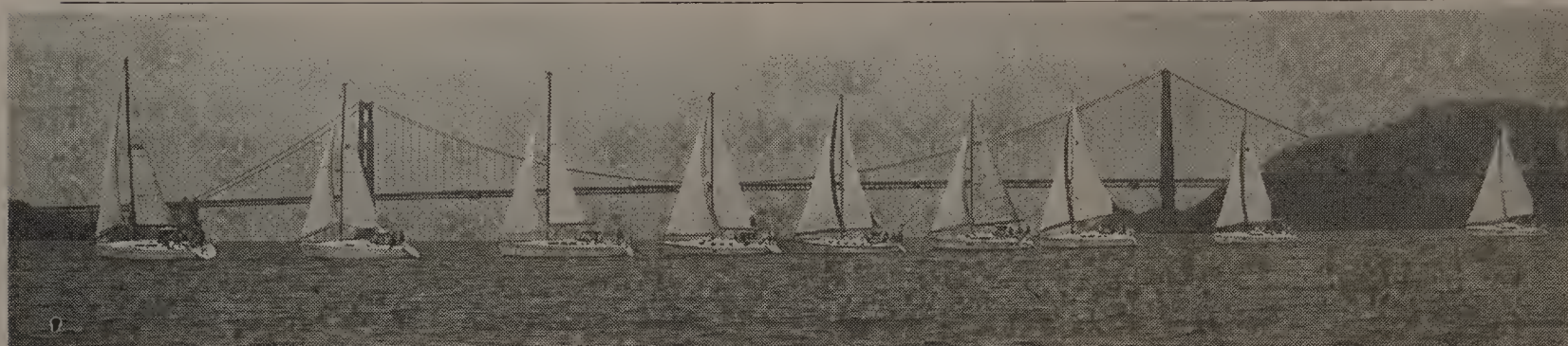
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with at least 50% females — makes vacation sailing a whole lot more fun. Besides, that way us guys have plenty of dance partners when the steel drum bands crank up!

— Ed.

Charter Notes

Not surprisingly, summer and fall are the most popular times to take sailing classes on the Bay. As autumn days grew shorter in October, and temperature began to drop, some sailing schools experienced an end-of-season rush from students eager to complete their courses before the onset of winter.

Such was the case at **Club Nautique**. During the weekend of October 15 they mounted a nine-boat flotilla chock full

And away they go! Eager to complete their CPM courses before winter, boatloads of Club Nautique students test their skills.

of students trying to complete their **Coastal Passage Making** class, the second highest tier of the **U.S. Sailing** accreditation system.

"This season we ran 17 class boats on Friday through Sunday formats, and two week-long formats," said Associate School Director Jamie Wasson. At Club Nautique alone, roughly 100 students completed the course during the March-to-November instructional season. "We also had 18 'tag-along' vessels this season with about 90 students aboard." (These are skippered by students who are close to completing the course, with no instructor on board.)

Prerequisites for the CPM course are completion of U.S. Sailing's **Bareboat Cruising** and **Coastal Navigation** classes. In order to earn their stripes, students must show competence in a variety of practical, on-the-water skills in the roles of crew, navigator, skipper as well as skipper of a 'tag along' boat — then pass a written test. The final tier of the hierarchy is the **Ocean Passage Making** course, a weeklong stint of continuous offshore sailing. (See October's *World of Chartering* for a first-hand report on a recent OPM program.)

Although such courses are in-depth and fairly rigorous, it's remarkable to note that literally hundreds of sailors complete accredited sailing courses each year in the Bay Area.



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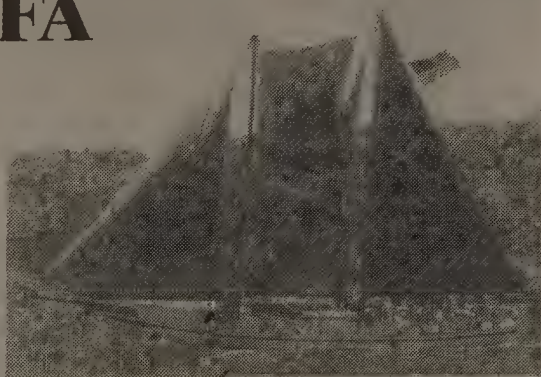
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CHANGES

With reports this month from **Pizazz** on proper garbage disposal; from **Eau de Vie** on an October crossing to Honolulu; from **Ace** on the challenges of family cruising; from **Wildflower** on making it to Glacier Bay, Alaska, for the summer solstice; from **Gemini** on Bocas del Toro, Panama, being a better place than Costa Rica to spend the rainy season; from **The Cat's Meow** on being relaunched after sinking five months ago; from **Sea Bear** on the October passage from Maine to Annapolis; and **Cruise Notes**.

Pizazz — Moorings 500 Randy & Lourae Kenoffel What To Do With Garbage (San Francisco / Tropics)

What do we do with all the trash that we generate? That's a question a lot of environmentally-conscious cruisers-to-be ask us. When you live in the States, of course, you have regular curbside trash pickups at least once a week, and most places have recycling programs.

It's different in much of the rest of the world, particularly the Third World. True, most major cities and ports have containers for garbage, and there is regular trash pickup for delivery to landfills. But most small islands, of which there are many in the Caribbean and the Pacific, don't offer that. This is why you see garbage all over the streets, along the shore, and in the mangroves.

In the Eastern Caribbean, the locals usually charge folks on charter boats \$1 to \$2 per bag to get rid of their garbage, and those who pay the fee naturally assume the trash will properly be disposed of. Unfortunately, the local boat boys usually just take the money and then dump the garbage in the water, the mangroves, or in some abandoned boat. Rarely do they take it to proper containers, and even more rarely does it make it to a properly maintained landfill.

It's also common in the Caribbean islands to collect the garbage, drive it to the side of a tall hill, dump it over the side, and set it on fire. That's why there's an almost perpetual fire on the east side of St. Martin, off Basse Terre in Les Saintes, and on many other islands.

Cruisers tend to hold onto their garbage until they return to a marina — or

When cruisers don't dispose of organic materials offshore, it can result in beaches — such as at Isla San Francisco — looking like the 'rindland'.

they take care of the garbage themselves. In Mexico, cruisers usually hold their garbage until they return to a marina, or take it to shore in the larger towns where there is normal garbage service. But the small villages in Mexico — both in Baja and on the mainland — don't have landfills, and garbage just gets dumped in the desert or jungle. We found this to be true in places such as the Agua Verde anchorage in the Sea of Cortez. There are trash containers for the garbage, then the locals just dump the garbage out in the desert without proper landfill maintenance. This attracts rodents, birds, and who knows what else. One day the cruisers will be blamed for the ugly mess, but when there is no marina or other place to dispose of garbage, what are you to do?

Because of the garbage problems we've had over the last 11 years of cruising in the Caribbean and Mexico, we on *Pizazz* have learned to take care of our own garbage. We separate our trash into three categories — organics, paper and plastics, and cans and bottles. We dump the organics into the water — always well away from shore, of course — knowing that they will be broken down and eaten by something in the ocean. We also bury the bottles and cans at sea. We break the bottoms of bottles with a heavy rod to create crab condos, and we punch holes in the cans to make sure they sink.

As for our paper and plastic, we take them to shore and burn them. We create a small fire near the tideline, and while our garbage is burning, we walk the beach and around the island to collect any other plastic or paper that might have washed ashore. We add these to the fire. Once everything is burned, we scatter the ashes, and the rising tide washes the beach clean.

People in so many Third World countries aren't educated in the proper handling of trash, nor do they have proper landfills. So rather than criticize their ignorance, we properly dispose of our trash ourselves.

— randy & lourae 11/15/04

Readers — Because Profligate has such a large 'back porch', we can almost always keep our cans, bottles, plastics, and papers onboard until we get to a place that has suitable garbage disposal. As such, we're not experts on the subject. Does any-

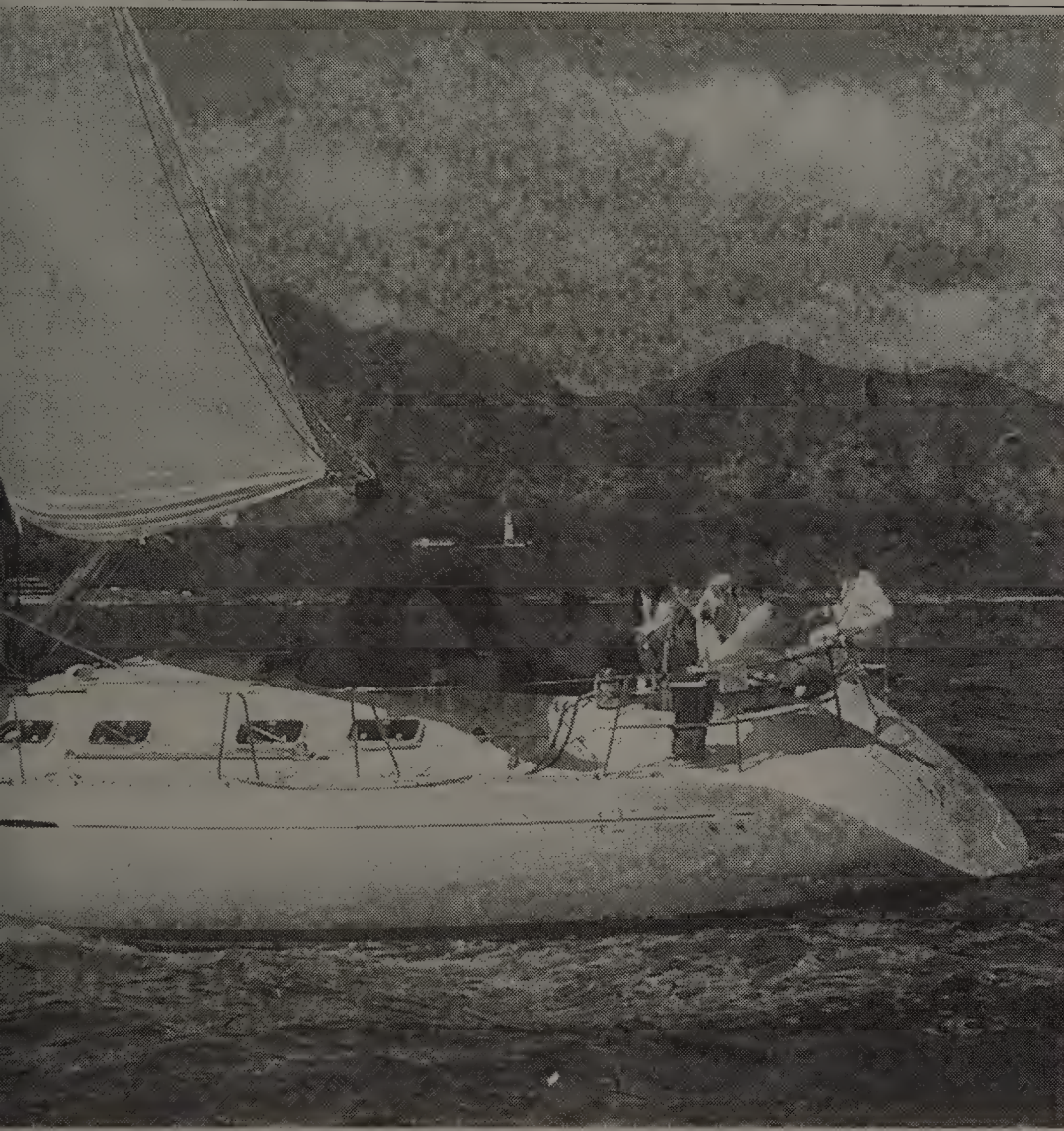


body else wish to weigh in on the proper way to dispose of trash in out-of-the way areas? The one thing that we do know is that it isn't cool when cruisers in the Sea of Cortez build fires above the tideline, throw in all kinds of bottles and cans, and walk away. The result is an unsightly pile of scorched cans and bottles atop a pile of ashes.

Here's a more uplifting story about garbage and sailboats. We've been told that, a year or so ago, a gentleman in the Orange County area bought the 72-ft Alan Guernsey-designed Windward Passage, which many Latitude readers recognize as one of the legends of modern yacht racing and a big part of the history of the TransPac. The owner reportedly takes the historic yacht out sailing most Tuesdays, which we think is really great. How did the buyer make his fortune? We're told that he figured out a way to sort all the various recyclables out of piles of trash, so individual homeowners are no longer required to sort it out themselves. This innovative 'trash technology' apparently enabled him to win major trash disposal con-



LATITUDE/RICHARD



COURTESY EAU DE VIE

product is incredibly difficult to remove from fiberglass. Also, that tired boobies will even put up with petting rather than take to the air.

It was less pleasant to learn that satphones can be very expensive for email, as the boat had many dropped calls, causing the server not to connect for even very short — 100 letter — text messages. Our bill for 13 days was \$1,600 for service alone. We'll be talking with Iridium for relief on this issue.

As for the new California CARB-approved diesel jerry cans, they were found to be *very* difficult to use to decant fuel from them into the ship's main tanks. It took approximately three minutes for each tank, and required three people to hold, depress the plunger, and stabilize the jug.

Believing that independent redundant systems are a must for offshore, every critical electrical device was backed up three ways — including the ability to charge the main batteries. The boat also had dry-cell independence if the entire electrical system failed. When a squid found its way into the engine's raw water inlet, causing the engine to overheat, the solar cell charge was restored until the problem was diagnosed and the engine re-enabled.

Chafe on every line and sail was monitored carefully. One halyard chafed significantly at the top sheave, requiring cutting one foot off the halyard each day. But at least the loss of the halyard was prevented, and the sheave is being repaired in Honolulu.

Shoreside support teams are also keys to good passages. Rick Shema of www.weatherguy.com did a terrific job of weather-routing in what turned out to be a rhumbline passage. Mike Aratow was the medical doctor on call — but was fortunately not needed.

— tom 11/14/04

You don't normally associate skyscrapers with Hawaii, but this will be the view from 'Eau de Vie' while racing on Friday nights.



LATITUDE/RICHARD

Thirteen days out of Sausalito, and after some initial rough weather, 'Eau de Vie' passed Diamond Head as she neared her new homeport.

tracts all over Southern California. Good for him, and good for Windward Passage!

Eau De Vie — Beneteau First 42s7 Tom Dick Sausalito To Hawaii (Sausalito / Honolulu)

My Beneteau First 42s7 departed Sausalito on October 10, skippered by Bob Musor, the owner of the well-known Alameda-based J/130 *Sceptre*, and arrived at Waikiki, her new homeport, on October 22. Crew for the 13-day passage included Seamus 'Irish' Murphy and Hugo 'Dutch' De Vries from Hawaii, along with Aussie Geoff Hasemer, and Ingrid Wilcox of California. Just 90 minutes after *Eau de Vie's* arrival in Honolulu, the passage crew, the owner, and 28 of their closest friends raced the boat in the Hawaii YC's year-round Friday Night Beer Can Race.

Musor reports that the first three days of the passage from Sausalito were in a low, with winds in the 40+ knot range.

Seas were 16 feet, with a six-foot cross chop from the wind. This made for some interesting sailing — and daily surfing speed contests under #3 jib alone. Skipper Musor turned in the best burst — 17.1 knots! With so many crew, the boat was hand-steered most of the way.

Part way to Hawaii, a U.S. Navy ship called on the VHF to ask what such a small boat was doing in the middle of the ocean, and to see if assistance was needed. Two Matson line ships were sighted on their Great Circle course — which is only about 10 miles off of the rhumbline. There's traffic out there on the way to Hawaii, so don't forget to keep good watches!

Two blue-footed boobies visited the boat, and both were highly interested in the mast-head as a place to perch. The anemometer fell victim to boobie #2, who was nicknamed Napoleon for his arrogant decision to perch arse-end forward on the pushpit for the night. One thing the crew learned is that the boobies' epoxy-like by-

CHANGES

Tom — We can't help but wonder if your Iridium satphone is set up correctly for email, as in the Caribbean it's a popular choice for frugal sailors who operate their own charterboats. They report easy 'flash' sending and receiving of emails, even relatively long ones, at an economical price.

Ace — Passport 42 Mary Heeney & Family The Cruising Lifestyle (San Francisco)

In September of 2003, our family — husband Lou Dietz, myself, Emily (10), and Martin (9) — left San Francisco aboard our Passport 42 Ace to go cruising. The kids were born into the dream and are just along for the ride, but my husband and I had planned the adventure for many years. We're currently cruising in Costa Rica, and will try to summarize some of the surprises we've had about the cruising lifestyle and the adjustments we've had to make.

Our biggest adjustment has been the four of us living together on a 42-ft boat 24/7. Prior to going cruising, we had a typical Bay Area existence, where our cal-

No longer living the typical Bay Area lifestyle, Lou Dietz gets the family's fish from the ocean, not the frozen food section of Safeway.

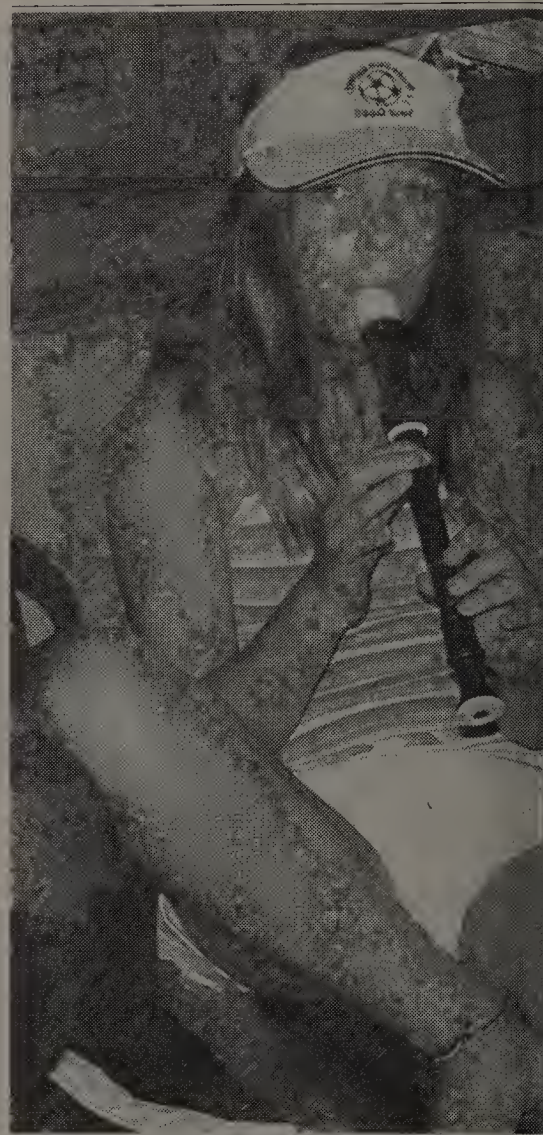
endars were jammed and we were all going off to different places. Back then I looked forward to being with my family on a 42-foot sailboat. Some of my acquaintances told me they wouldn't be able to take being so close together so much. I felt sad for them, thinking being close to your loved ones is 'what it's all about'.

Well, I have to admit there have been many times in the past year when I've remembered what my friends had said, and have thought they were either smarter or more honest than I. The solution has been communication — and each of us being able to find time and space to ourselves. In addition, exercise and lots of activities have been a key component in keeping us all happy. Swimming, volleyball, biking, surfing, kayaking, soccer and exercise classes — the latter run by a fellow cruiser — have kept us all in good spirits and good health.

The other constant issue with almost all family cruisers is home-schooling. At times, it's frustrating enough for us to almost consider calling off the trip. The battle to get through the lessons has sometimes been almost overwhelming. My children had been in a dual language immersion public school, and were used to sitting in a classroom with at least 20 other students. Then my husband and I started teaching them one-on-one, demanding their constant undivided attention as we imparted our wisdom to them. You can imagine how well that worked!

Lou and I wanted a flexible program for Emily and Martin so that we could study the core items, but also study 'what we were living'. I was corresponding with Patti, a cruiser on *Infidien* in the South Pacific, and she suggested reading *The Well Trained Mind*. This book suggests a more classical approach to education, and so we have used *The Well Trained Mind* as the basis for our curriculum. Yes, we do have standard textbooks for math. But, for example, when we are in a certain country, we can study about the history of that country and whatever unique features it might have.

Emily and Martin's education has been greatly enhanced by the wonderful cruisers we have encountered. They have gotten to play a harp, have had their writing critiqued, learned to knit, and learned more songs and poems — among many, many other things. Some of the cruisers who have assisted with their education are Hope and Rich on *Ceildh*; Michael and Sylvia on *Sabbatical*; Allen and Steph on *Sunshine*; Blaise and Annie on *Einte*; Carol and Steve on *Mutineer V*; Randy and Gayle on *Otter*; Sharon and Ken on *In The*

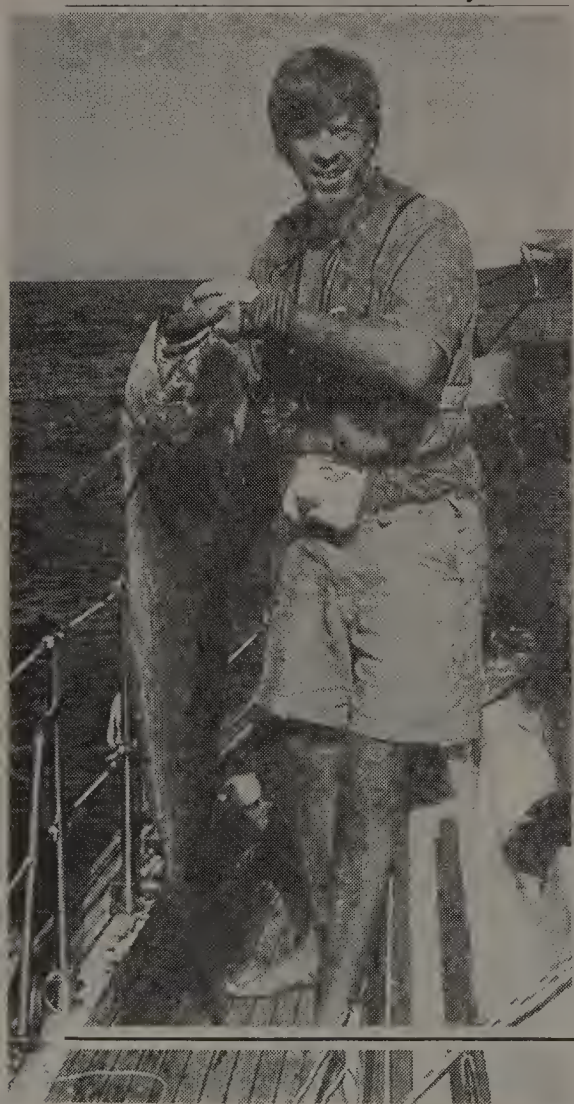


Mood; Michael and Jeri on *Cloud 9*; Nile and Clodagh on *Chipita*; and Jim and Lenny on *Raven*.

We have also attempted to supplement their education with local opportunities. For example, in Zihuatanejo, Steve, the owner of Steve's Steakhouse above Rick's Bar, gave guitar lessons to Martin three times a week. The improvement was dramatic. Martin even participated in some Friday night jam sessions at Rick's. And while we were in Mazatlan, Emily took ballet lessons at one of the best ballet schools in Mexico.

With these additions to the curriculum, home-schooling has been getting better — but it's still a work in progress. Then I heard from friends in California about the state of schools back home — and was glad to be putting my energy toward the education of my children.

Another interesting thing we've learned is how to deal with 'cruiser rumors', and making your own decisions about what is right for you, your family, and your boat. For example, it was a relatively common rumor that you ought to provision for a long time because you couldn't get



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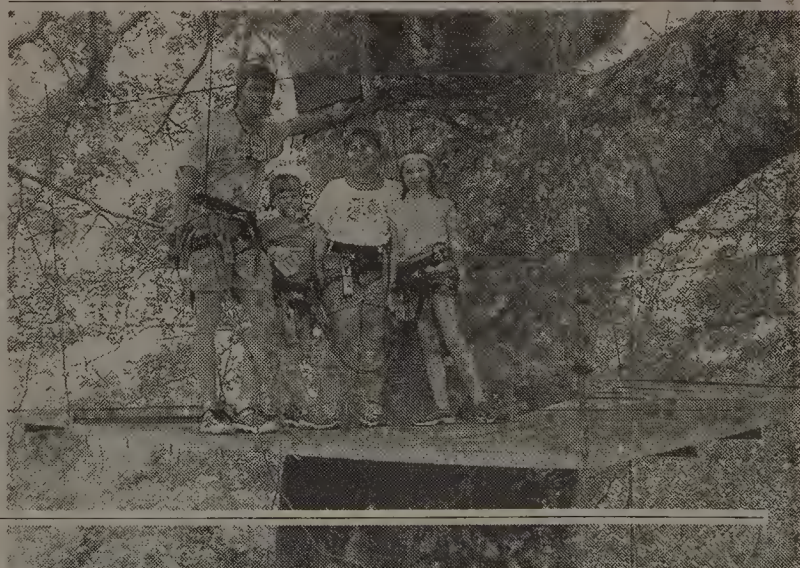
selves from the cruising community and have some experiences outside of it. Yet we've had such wonderful experiences with other cruisers that it was very difficult to say goodbye when we headed off to Central America while many of our other new friends headed north into the Sea of Cortez.

Another surprise was that even with a well-found boat, the boat chores never stop. The important thing is to not let them become all-consuming. We have attempted — with limited success — to have regularly scheduled 'vacation' days, and will continue to strive for more. But when Lou raced on a friend's boat in the Pacific Cup, he said he really enjoyed it because he didn't have the responsibility as the boatowner.

When we were dreaming about cruising, we thought most of our time would be spent in anchorages where we could jump into clear, warm water. But only about 20% of our cruising has been in that kind of environment. On the other hand, we've learned a lot about our Mexican and Central American neighbors — and have been surprised to discover that Central America has proved to be an even richer experience than Mexico. We've done more inland travel in Central America, and even stayed in a community in El Salvador for three months. It's been in Costa Rica that we've found most of those remote anchorages with warm, clear water. And they are wonderful!

As there's no place to hide on a 42-foot boat, we've learned a lot about ourselves and our family in the past year. Although not every moment has been pleasant, we feel fortunate to have this opportunity to see the world together. We've seen a humpback and baby brech as we left Zihuatanejo Bay, had great times snorkeling alongside our kids, and

Not all education comes from books. Lou, Martin, Mary and Emily, up a tree, taking a canopy tour in Nicaragua.



COURTESY ACE

Emily and Martin have developed a greater interest in music while cruising. There could be problems when and if they go electric.

what you wanted south of San Diego. We quickly learned that they have toilet paper in Mexico, too, and just about everything else. The only important thing we haven't found is good brown sugar for baking.

We also learned to not automatically cross some places off our list of places to visit because of what we had heard or read. We had read many articles about San Blas in *Latitude*, and that most cruisers were bypassing the town. We decided to go in and see the place for ourselves. We dealt directly with the port captain — we didn't have to use an agent, something that so many others had complained about — and clearing in and out was smooth. We had a great two-week stay in San Blas anchored up the river with only one other sailboat. While there, we met some wonderful locals — even one who is a movie star!

Despite some misleading rumors and information, I must say that I love the cruising community! But one of the thrills

of being out here with my husband is making decisions together. It's a skill we developed when we used to fly single-engine airplanes, and now we enjoy it while cruising. Common decisions are how we deal with too much and/or conflicting information. Many times you just have to go with a gut feeling.

There are so very many cruisers in Mexico that it's an interesting transition ground. For example, if you wanted to, you could spend your days in a United States/Canadian social 'bubble' and never interact with the locals — except to provision or order a *cerveza*. But that's not what we were looking for. Depending on your language skills, it may be hard to make connections with the locals, but when you do, it's wonderful. Yes, the cruising community is fun and comfortable, but so was our community back in the States. So we found that we had to make an effort to periodically extract our-

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shared many beautiful sunsets. You don't get special treats like these and others every day, but we get them more frequently than we did back in the States.

— mary 11/10/04

Wildflower — Wyle 27

Skip Allan

Cruising What You've Got, To Alaska (Capitola)

As my 27-ft Wylie custom sloop *Wildflower* was the defending champ of the West Marine Pacific Cup to Hawaii, it was with mixed emotions that I decided not to sail the 2004 race, but instead fulfill my dream of heading north up the Inside Passage, hoping to be in Glacier Bay, Alaska, in time for the summer solstice.

When I built *Wildflower* 28 years ago, I heavily reinforced the bow area with extra fiberglass. My racing buddies wondered why. "I'm going into ice," I said. "Sure you are," was their incredulous reply. The momentum of the dream, and this promise, took to the road on April 28, when *Wildflower* departed Santa Cruz by truck for Anacortes, Washington.

By no stretch of the imagination was *Wildflower* perfectly suited for such a voyage. Cabin heating is by propane stove, the single-cylinder Yanmar diesel pushes her along at a turtle-like — but economical — 5.8 knots, and an umbrella doubles as the dodger. Nonetheless, sometimes you gotta 'take what boat you got'. And *Wildflower* had surprised me before with her magic carpet qualities.

This voyage was no exception. From Anacortes to Glacier Bay was 1,000 miles of stunning scenery lining mostly narrow, tide-swept channels, and almost always with the wind directly on the nose. With snow-topped mountains so close at hand, motorsailing become the propulsion of choice, as wind against tide often reduced forward progress to a hobby-horse crawl against square waves. Good tide-planning would bring encouraging results — when speed through the water was down to

Conscientious mariners, orcas never travel at more than five knots, don't throw a wake, and never pump their heads overboard.

three knots or less, speed over ground was often a current-assisted eight knots or better.

Wildflower and I did reach our furthestmost north, the head of Glacier Bay, on June 21, the summer solstice, as I had long dreamed of doing. This northern terminus of the Inside Passage is situated at 59°04'N, where it was light all night. The sunrise at 3 a.m. highlighted dramatic 15,300-ft Mt. Fairweather. That day I visited five glaciers, and fulfilled my goal of chipping million-year-old ice from an iceberg to cool my drink.

Every day of my voyage was an adventure, and navigation was certainly challenging in these waters. Although I have been a seat-of-the-pants sailor for my entire life, Stan Honey kindly loaned me his chartplotter program for my laptop. The chartplotter — coupled with the GPS and radar — won the MVP award for the trip, as it made navigation less worrisome, and the whole experience more enjoyable. Nevertheless, eyeball navigation was of continuing importance, and scanning every mile for uncharted hazards — such as large floating logs — was foremost in my mind.

Not that there weren't moments of frustration, concern, and hilarity. Particular frustration surfaced while we passed many miles of clear-cut mountainsides, some pie-shaped sections of which continued right up to the mountaintop. Princess Royal Island, British Columbia, is home to the rare, all white, kermodi, or Spirit Bear. Only about 100 of these genetically distinct animals live in the wild. Seeing their island being clear-cut was sobering indeed. Also, passing miles of brown oceanic contrails of treated human waste being dumped by cruise ships when they got just outside the three-mile limit was odorous.

My most intense moment of concern came one morning when leaving Glacier Bay. *Wildflower* and I were westward bound out of North Inian Passage when thick fog and a westerly breeze of some force came together, opposing a five-knot

current. I'd been in tidal races before, but this time *Wildflower* had waves breaking over the bow, stern, and both sides simultaneously.



For the short time I was in these conditions, the safest place was below in the cabin, with the autopilot steering and the radar standing watch!

Day after day, I encountered powerboats of all shapes and sizes — often with family pets aboard — but few other sailboats. Listening to the powerboaters' chatter on VHF brought a certain measure of entertainment. There was quite a bit of tongue-in-cheek competition between them over who was burning the most fuel. In one instance, as a 70-footer roared past at 25 knots, I overheard the owner boasting that he was "burning 65 gallons/hour."

Later that day, I remarked to one of these captains about his fuel consumption. His Southern drawl comeback was enlightening. "Sonny," he said, "I only have two speeds: eight knots and 33 knots. I always go 33 knots, because at eight knots I would die before I got anywhere."

After Glacier Bay, *Wildflower* and I headed south via the outside ocean route to Sitka, eventually reconnecting with the Inside Passage via Peril Straits — where only weeks before an Alaskan Ferry had run aground and severely damaged her





BOTH ALASKA PHOTOS BY SKIP ALLAN

Instead of highlighting the summer by sticking her nose first over the finish line in the Pacific Cup, 'Wildflower' poked her nose into glaciers.

hull. Three months to the day since departure, *Wildflower* and I sailed back into Anacortes. We had motorsailed 460 hours, burning less than one quart an hour — or less than the 70-foot powerboat would consume in a day. I'd only sailed for 36 hours. The biggest surprise had been the moderate temperatures. Preparing for the worst, I had more than sufficient fleece caps, mittens, and socks, and was surprised to note the lowest temperature I encountered on the entire trip was a relatively balmy 45°. On the other hand, Glacier Bay had been enveloped in a heatwave during my visit, and for a week the temperatures were in the mid-'80s.

Leaving Anacortes southbound for home, my good friend Gary Adams and I doublehanded *Wildflower* out the Straits of Juan de Fuca and turned left at Cape Flattery. With good weather info via ham radio GRIB charts — thanks, Jim Corenman — we were able to dodge several cold fronts, and with an overnight stop at Coos Bay thrown in, enjoyed a foggy but relatively fast run down the coast. Ironically — but appropriately —

the best sailing of the trip came in *Wildflower's* home waters. Off Año Nuevo, the afternoon westerly filled in at 22 knots, and we flew along under spinnaker toward our homeport. The ice of Glacier Bay was a long way behind, but the memories of such an event-filled voyage will not soon be forgotten.

— skip 10/29/04

**Gemini — Albin-Nimbus 42C
Les Sutton & Diane Grant
Bocas Del Toro, Panama
(Northern California)**

We're sitting here at the Bocas YC and Marina on the Caribbean side of Panama up near the Costa Rican border, getting *Gemini* ready for some time away from the marina. 'Getting ready' has included rewiring all of the alarm systems for the engine, some general cleaning, and a new coat of varnish for the V-berth — all while trying to fix an unfixable alternator. Speaking of alternators, I have a good story about getting one delivered to us in Bocas del Toro from Panama City.

The process began after a quick conversation with the Bosch warehouse in Panama City. They paid \$3 U.S. to have a taxi deliver the alternator to the airport for the flight to Bocas. When it got to the airport, there was a 25 cents/pound fee for the airplane flight that came to \$5. Then there was a \$1 taxi ride from the airport to the waterfront. It all happened in less than 24 hours and cost less than \$10 U.S. It sure beats Federal Express, and it employs some locals along the way.

I can't take credit for this effective Third World express delivery system, as it was set up by Luis Chow Kai, owner of the hardware store in Bocas. Luis speaks English and is very resourceful when it comes to getting almost anything you may need — even if it's clumping kitty litter for Cami, our 14-year-old cat. He only charged \$2 more for the litter than we would have paid in Panama City.

A few days later, we discovered that our new alternator was just a little bit different from the previous one, and didn't quite fit. So we sent it back to Panama City to Enrique Plummer, ship's agent and a great friend of cruisers, who took it to a repairman to make the necessary changes. The alternator was modified in a couple of hours and sent back by plane for another \$10.

Our plan was to head for the San Blas Islands as soon as the alternator was installed — but then we discovered that the heat exchanger was giving us some problems. So we took it out, cleaned it, flushed the engine, and will be on our way tomorrow instead. Delays like that are common in cruising. After a shorter-than-intended visit to the San Blas Islands, we'll fly back to the States for Christmas.

What's the major difference between spending the rainy season in Costa Rica and spending the rainy season on the Caribbean side of Panama? Lightning. In Costa Rica we had lightning within a

'Gemini' spent this rainy season in Bocas del Toro, Panama — and didn't get struck by lightning a single time.



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couple of miles of our boat every day. But here in Bocas, we frequently see lightning flashes far to the west — toward Costa Rica — but have only heard thunder here. The people of Costa Rica were wonderful and very helpful when we had to repair the lightning damage to our boat. Nonetheless, we've found it much more relaxing here in Bocas without the lightning — and where shopping for boat equipment is easier than one might think! We highly recommend Bocas as a secure place to leave one's boat, as well as to have a great time.

P.S. Thanks for the *Latitude* T-shirts I got when I stopped by your office. The long-sleeve white shirt comes in very handy in the evening when it cools off and the no-see-ums come out. It's a right comfortable climate here, for humans and for bugs.

— les and diane 10/20/04

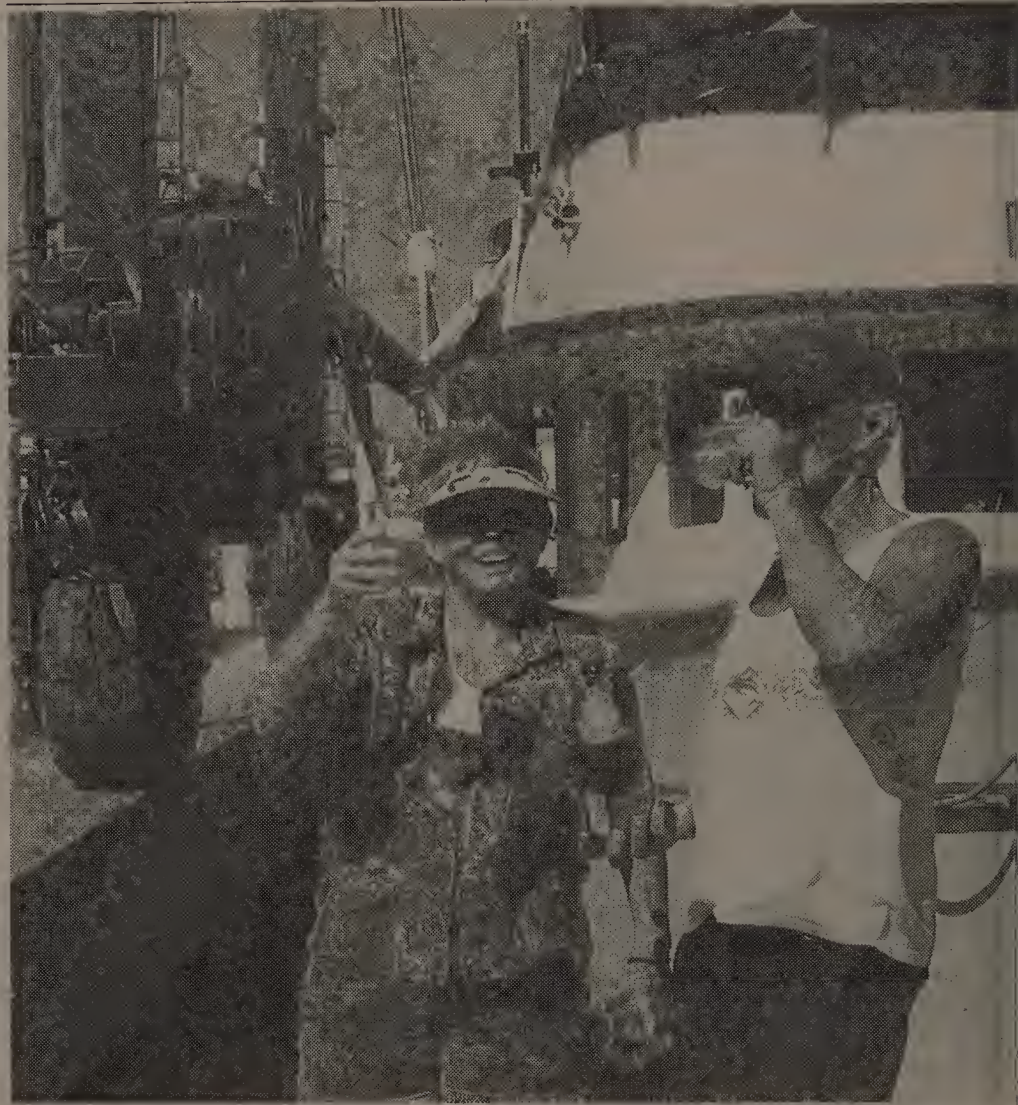
Readers — When we were at Panama's San Blas Islands last year, some cruisers told us they could buy anything — even groceries — by calling in their order over the radio to the 70-mile-distant Panama City, then for a small fee have a taxi deliver it to the airport, and then for yet another small fee have the stuff flown out to one of the islands. We're not aware of anywhere else where this trusting system seems so refined.

The Cat's Meow — 52-ft Trawler Martin & Robin Hardy Saving Stuff After A Sinking (San Pedro)

[The Cat's Meow is a well-known and well-liked trawler among the sailing community in Mexico, in no small part because she and her crew worked relentlessly to save many cruising sailboats that had been driven aground in the Loreto area by hurricane Marty in September of '03.]

The Cat's Meow was finally splashed again on November 2, after spending the past five months in the Don Luis Abaroa Yard here in La Paz. As many readers might remember, a navigation error was made while leaving a dicey Sea of Cortez anchorage on the night of May 19, resulting in our boat going up on the rocks. Without the enormous effort made by countless cruisers, land-dwellers, yacht clubs, and the Mexican Navy, our boat would not have been saved. Just for starters, scores of cruisers and others from all around the Sea of Cortez worked nearly nonstop for five days just to get TCM refloated and back to Puerto Escondido. She was stabilized there and later towed to La Paz for months of repairs.

During the initial efforts to save her —



and even after she'd been refloated — some people said it would be better if we walked away from her. But we couldn't abandon such a fine vessel, one we'd invested five years of our lives putting into cruising shape. TCM is a special boat, both to us and many others in Mexico. So although we understood that it would require another enormous effort to bring her back to life, we had to do it.

We hope nobody else has to try to salvage their boat, but if they do, perhaps they can learn some things from our experience. When TCM was being towed by the Mexican Navy pangas and a horde of cruiser dinghies to shallow water, the navy decided to pump the approximately 500 gallons of diesel from our tanks into the Sea of Cortez! We were all shocked by their action, but they told us their plan was to fill the tanks with air and use them as floatation devices. Unfortunately, the tanks didn't work very well for that purpose.

Not only that, pumping the diesel out meant the rescue scene was inundated with 500 gallons of diesel. It sloshed around the inside of our boat, the outside of our boat, and all around the boats and dinghies that had come to help. As a

With their boat touching water for the first in five months, Robin and Martin drink a toast to future cruising.

result, those who were diving on our boat with scuba gear had to be extremely careful with their regulators. And in the ensuing days, many of us suffered bad reactions that we believed were caused by our exposure to so much diesel. Bill Siempre Sabado had some of the severe physical reactions, while many others seemed to get skin rashes. We drank copious amounts of water in the hope that it would help flush the diesel out of our bodies.

After five days of near-continuous work by so many friends and strangers, we finally made it to Puerto Escondido. She was stabilized there for another week. But all the volunteers were still very tired, and during that time every single item was removed from the boat in an attempt to save them. For awhile, it seemed that our entire lives — wet and covered with diesel — were piled on the deck. One of the big jobs was for folks, who were working in the hot sun, to clean all the motors and other mechanical stuff



COURTESY THE CAT'S MEOW

tableclothes, and other things made of fabric. An internet search recommended cleaning the stuff with 'washing soda', which is a close cousin to baking soda. I soaked everything in containers filled with a solution of water, washing soda, and detergent, usually for six to eight hours, then I rinsed it all in freshwater. I quickly discovered that the colors ran, so I had to sort everything first. I was able to save about 80% of the stuff we still wanted.

I expected that the stuff with thicker material — such as jeans, sweaters, jackets and such — would be lost, but I was able to save them. Surprisingly, silks and even items marked as 'dry clean only', washed out just fine. I only took two items to the local dry cleaner — Martin's one suit and a very old lace tablecloth. Both are fine.

Immediately after the grounding, we only had the clothes on our backs, and I didn't even have shoes. We were quickly kitted out by friends on boats and land from Puerto Escondido to La Paz to Mazatlan. Other people were quick to offer boats for us to stay on during the summer while *TCM* was being repaired. Everyone was so generous.

Cruisers in La Paz collected money for us, which was delivered to the crash site by Mike of *Amazing Grace*. The Club Cruceros of La Paz donated money from their emergency cruisers fund, as did the Hidden Port YC of Puerto Escondido. And many individuals made private donations. Furthermore, the folks in Puerto Escondido — especially from the yacht club — sent boats and cars loaded with food to feed the many helpers during the crucial first four days. Carolyn of *Que Tal* sent out an email telling about our mishap, and of an address where donations could be made. Mike and Katya of *Kindred Spirit*, now in Sausalito, provided a means for the donations to be deposited in our account. *Latitude* ran notes about

our troubles, and encouraged additional donations to be made. We can't tell you what an immense difference it all made in our ability to ultimately put *TCM* back together again. We are so thankful.

We even got considerable help from marine manufacturers and distributors. For example, just a month before *TCM* sank we'd installed a 2500-watt Xantrex inverter. Shortly after *TCM* was saved, but before her interior was dry, Erin Miller of *Ballena* contacted Xantrex, and ultimately got them to give us a reconditioned inverter of the type that we'd lost. Brian of Garmin customer service responded similarly to Erin's request for a replacement Garmin 128 GPS. Ray Watson of *Soul Coaxing*, who operates the Mazatlan Marine Center, was able to get nine gallons of Interlux Brightside paint donated to our cause. Rick of *Cape Star*, who is part of Total Yacht Service in Mazatlan, donated all kinds of wire and filters via Dario of *Tranquilli* and Erin of *Ballena*. Diane and Pat Abreau of *Springbok* brought us a microwave donated by *Summerwind*. There were many others who were also generous.

We also want to commend the Abaroa Boatyard for their excellent work. *TCM* came to them with a gaping hole and a big dent in the wood hull. But Jorge, the shipwright, and Roberto, his assistant, replanked the hull so well that it's a work of art. We also had the yard do a few other tasks and are quite pleased with the work. It's Abaroa's crew who put the boat back together again.

Thanks to everyone, *TCM* is slowly coming back to life. She once again has water under her keel, and one day soon will feel the splash of the ocean waves on her bow. We can't wait for the dolphins to welcome her back to deep waters so we can begin to again enjoy the cruising life

The Acapulco 40 'Winsome' is one of the boats 'The Cat's Meow' saved near Puerto Escondido following hurricane 'Marty'.

the hope of saving them. Not all of it could be salvaged, but much of it was thanks to the efforts of volunteers.

Naturally, many important papers, equipment manuals, and our personal photos were soaked in a mixture of saltwater and diesel. But many of them were saved thanks to the great care taken by Susie of *Sparta* and Susan of *Two Can Play*. Most of these things — including our wedding photos — were saved by soaking them in water mixed with mild soap for a short period of time, then air-drying them while occasionally turning the pages. Some less important papers and manuals haven't yet been cleaned, but the diesel coated them, and seems to work as a preservative of sorts. In the off chance that we might need these papers in the future, we've put them in heavy Ziploc bags for temporary storage.

De of *Flutterby* took anything made of fabric to Willy's small *tienda* down the road, where Willy and his helpers washed everything in large quantities of degreasers supplied by De. This wasn't as successful as we hoped, so I spent lots of my time trying to save clothes, curtains,



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we love so much. We want to thank every single person who gave us help, be it physical, emotional, or monetary — or even said a prayer on our behalf.

— martin & robin 11/08/04

Martin and Robin — After you helped save so many cruising boats following hurricane Marty, it is only just that you got a lot of help back. It's good to know you're almost back in action.

Sea Bear — Wittholtz 37 Pete Passano & Marina Maine To Annapolis (Marin County / Maine)

[Some readers may remember our February '04 Changes on Pete Passano. At that time, we reported that the then 74-year-old had sailed a total of 88,000 miles, nearly a third of them singlehanded, aboard the 37-ft steel boat that he and Bob van Blaricom had built behind the San Rafael Civic Center back in the early '90s. And these weren't easy miles either, as he's sailed the Southern Ocean from New Zealand to Cape Horn, been across the Atlantic nine times in the last eight years, and cruised as far north as New Foundland and Ireland. If you're over 60 and looking for sailing inspiration, we suggest you go to www.latitude38.com and re-read that Changes.]

Last year *Sea Bear* spent the entire winter in the Eastern Caribbean — and even bumped into *Profligate* at St. Barth over the holiday. After returning to Maine, Marina and I decided that this winter we would explore the Western Caribbean — Honduras, Guatemala, Belize and the Caribbean side of Mexico. It wasn't exactly clear how we'd get there from Maine, but we knew that we wanted to start by sailing to the Chesapeake Bay and visiting Marina's mom. Since it would be Oc-

After nearly three-quarters of a century and 90,000 ocean miles, Pete Passano, with his lady Marina, hasn't slowed down a bit.

tober when we started with the boat preparations for the winter, Annapolis would certainly be a warmer place to get them done than Maine.

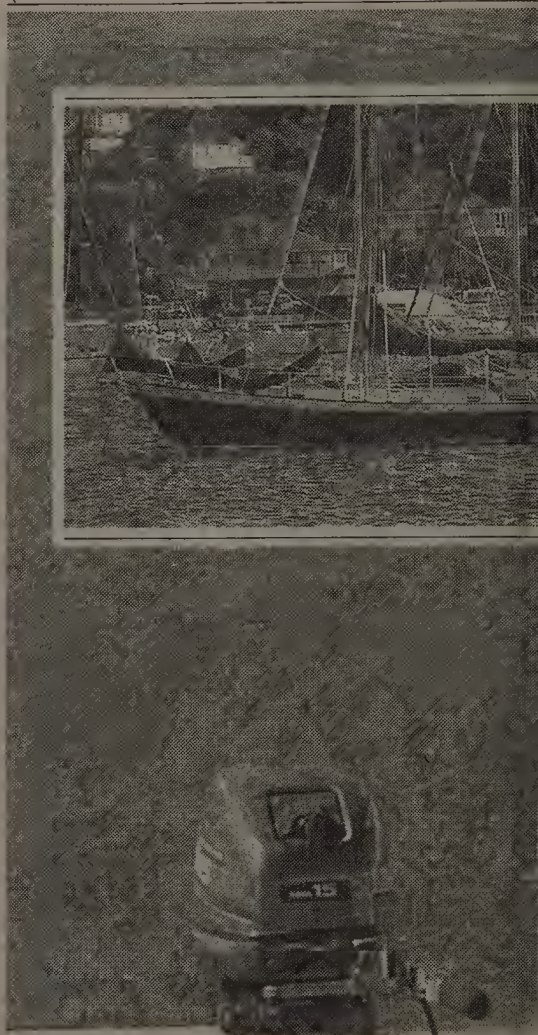
Sea Bear has always been a lucky ship, and it often seems the weather improves just when we need a break. The best example of this was during my singlehanded passage from New Zealand to the Falkland Islands in 1995-1996. I was in radio contact with Kiwi weather experts Jon and Maureen Cullen most of the way. When I got to Port Stanley in the Falklands, Jon told me that he had followed a good number of yachts across the Southern Ocean, but he couldn't remember one that had been as lucky with the weather as *Sea Bear*. Several slow moving high pressure systems had shepherd us across the Southern Ocean, something that apparently is quite unusual.

This year we arbitrarily picked October 9 as the day we'd sail south from Hockomock Bay, Maine, where *Sea Bear* had moored for the summer. The weather wasn't cooperating, however, as southwest winds blew for days before our scheduled departure. Southwest winds were exactly what we didn't want, as they would mean a slow and uncomfortable trip down the coast. But then, true to *Sea Bear's* luck, the forecast suddenly changed on the 8th. If we waited until the 10th, a weak cold front would have passed through, causing winds to blow out of the northwest after the shift.

We were underway by noon on the 10th, and later got a nice northerly breeze with which to sail south. I'd intended to stop at Chebeague Island and visit my brother Mac and his wife Beth, but it would have been late and dark when we arrived, and I knew we'd lose 24 hours of favorable winds. So I abided by the sailors dictum of "never waste a fair wind", and we carried on.

The wind built as the night wore on, and in the early evening the Coast Guard issued a tropical storm warning. By the wee hours of the next day, the winds were up to Gale Force 7, which is 28-33 knots, and the forecast was for even stronger stuff. At first light I reefed the main and changed down to a small storm jib. The reduction in sail didn't slow us down at all, and we continued to clock speeds of 7.5 to 8.5 knots. Thanks to our Reflect diesel heating stove, we could keep the cabin temperature at a comfortable 68°.

As we sailed along, I couldn't help but notice how much happier Marina was at sea compared to the year before when she started sailing with me. She has come a long way and handles the rough weather

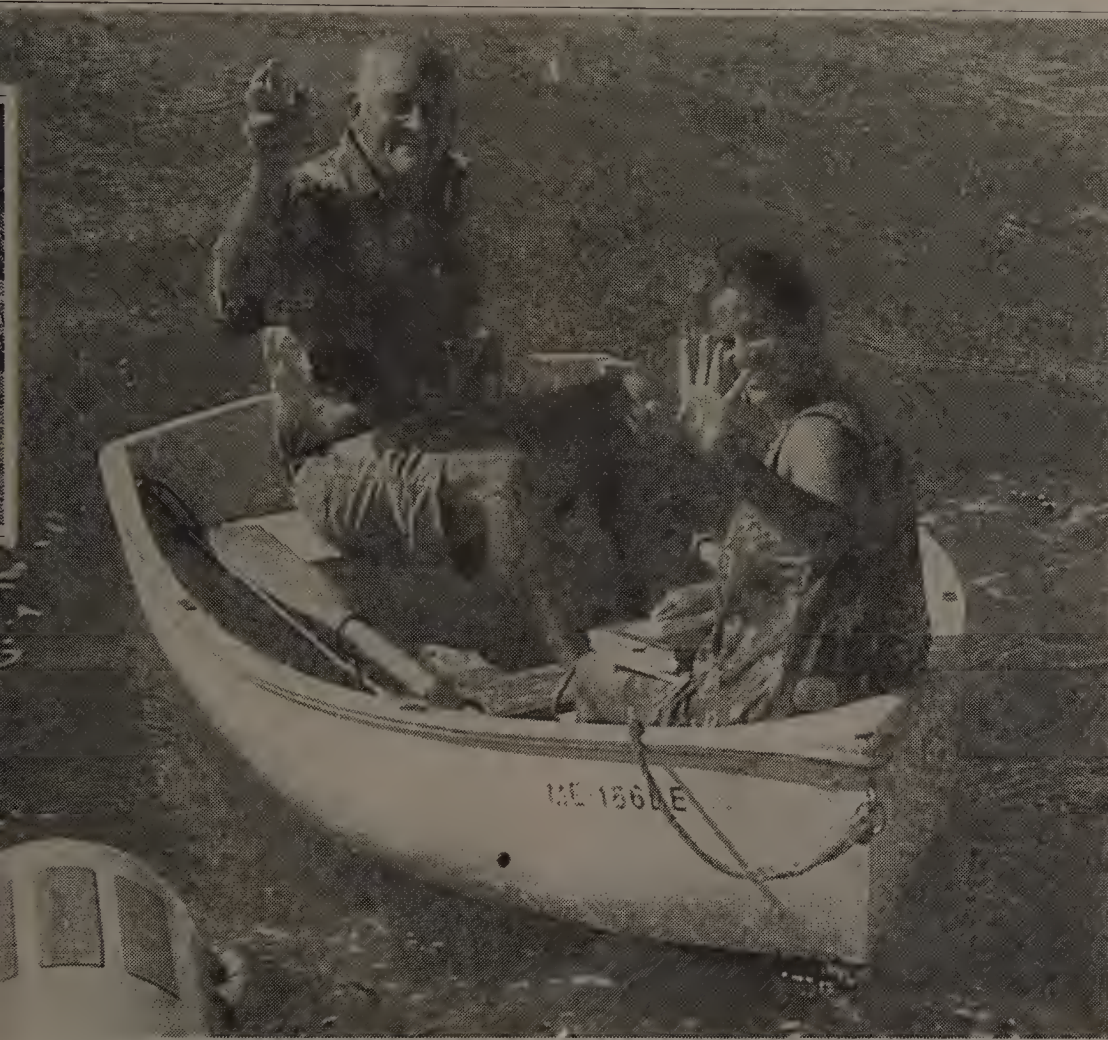


like a true bluewater sailor. True, she had taken a Meclazine pill before we left, but that seemed to give her an appetite, and she produced snacks and delicious meals from the galley all the way. We hit the Cape Cod Canal at the perfect time of the tidal cycle, and shot through under sail in about an hour, thanks also to a favorable tide.

Over the next several days, we spent time with good friends from the Cruising Club of America, and even attended one of their meetings. It blew strong from the south and west most of the time, but we were securely holed up. After loaning out our charts of the Eastern Caribbean and getting some of the Western Caribbean in return, a CCA friend brought up a weather forecast on his computer that indicated *Sea Bear's* weather luck was holding. There was another window for heading south, and if we left soon, we could make it from Montauk Point to Cape May at the mouth of the Delaware River, at which point we'd be done with our open ocean part of the passage to Annapolis. After checking the tide, we were underway in 15 minutes.

Initially the wind was light out of the west, but it slowly clocked around to the





BOTH PHOTOS LATITUDE/RICHARD

Spread; Pete and Marina in 'Sea Bear's tender at St. Barth. Inset; 'Sea Bear', which was built in Marin County, rides at anchor.

northwest. Rain began to fall at 1:30 a.m., at which point the wind suddenly shifted 180 degrees to the southeast. We gybed over, but were still able to lay Cape May. We knew the weather forecast was calling for strong winds, but they would be fair, and we were hoping for a fast passage to the Chesapeake. Indeed, the wind steadily strengthened during the night, and by dawn it was blowing Force Six (22-27 knots). As the day wore on, the wind backed to the east, then the northeast, and piped up to the low 30s. We reduced sail to a double-reefed main and our smallest storm jib. *Sea Bear* carried on happily, but her crew got pretty tired of the rain, cold, and violent motion.

Than at 4 p.m. one of the steering lines parted on 'Blondie', our Monitor windvane. At first I didn't realize what was wrong — other than that we were way off course and the poled-out jib was aback. We were beam reaching across big, breaking seas, so there was a lot of water coming across the deck, and it was pretty exciting. I was below when the line parted, but Marina had taken the tiller and put

Bear back on course. While Marina drove, I dropped the pole and then the jib. In order to replace the line, I would have had to reach way over the stern and reeve it. This would have taken time, and would have been pretty scary when running before gale force winds and breaking seas. So I decided to heave to and make the repair under reasonable conditions. It was a good decision, for within an hour the vane was working again and we were underway once more.

Having sailed 212 miles in 36 hours, Marina and I were both quite tired. However, it was still blowing a gale, we heard that one boat had already dragged on the beach at Cape May, and we were going to arrive at the mouth of the Delaware River at the start of the flood. So as tired as we were, we decided to continue past Cape May and into Delaware Bay. We carried on with the favorable tidal current for another eight hours, but it was hard windward work with lots of commercial shipping, strong winds, and shoal water. When the tide finally turned against us, we decided to anchor at Cohansey Cove on the east side of the bay. It had been a rough 48-hour passage, so we

crashed and slept for 13 hours.

But on the good side, we were now just a short distance from Annapolis, where a couple of days later we tied up at a friend's dock on Whitehall Creek. We spent several weeks there visiting Marina's mother and doing maintenance. Although we weren't in a warm weather area yet, we were out of the Northeast, halfway to Miami, and on our way to a winter in the Western Caribbean.

— pete 11/05/04

Cruise Notes:

"What, if anything, did you folks on the Ha-Ha learn about any changes to the current clearing procedures in Mexico?" asks Terry Bingham of the Eagle Harbor, Washington-based Union 36 **Secret O' Life**, who is planning to sail back into Mexico around New Year's.

We learned that there hasn't been any change at all. However, we're told that work has been done on a single clearing office at Ensenada, and that everything might change on December 16. Or maybe January 1. Or maybe — well, who knows? We were also assured that Mexico is trying to institute a program whereby the owners of foreign boats would be able to buy diesel at a 20% discount. Why? Because diesel in Mexico has gone up so much that it's less expensive for all the really big motoryachts to go all the way north to San Diego or south to Panama just to fuel up. And that means a big loss of revenue for the marinas and fuel docks. What's holding up the implementation of the discount? Nobody can figure out a system that would prevent *gringos* from buying the discounted diesel and then selling it to Mexicans.

By the way, when we pulled into Cabo with our crew of 11 on **Profligate**, the bill from the ship's agent was \$382 U.S. It broke down this way: \$231 for 11 tourist cards. (When you fly in, the price of the tourist card is built into your ticket.) We

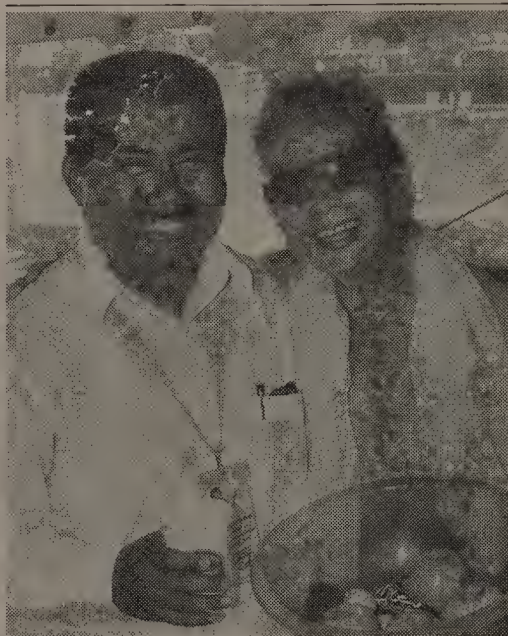
All the boats arriving in Cabo — even the ones anchored between the Hotel Melia pool bar and the cruise ship — had to clear in.



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also paid \$42 for check-in, \$42 for check-out, and \$56 to the port captain. Did we mention that Cabo is really expensive? And that cruisers would be ecstatic if the domestic clearing was done away with, as promised by President Fox? Many Ha-Ha skippers who had more time than we, did the clearing themselves, and saved a lot of money. A few told us they had problems at the Immigration office when they used the crew list forms in Pat and John Rains' *Mexico Boating Guide*. At the top of that form it says "Paperwork Cha-Cha". Apparently someone in Immigration took offense to the cha-cha business, and kept sending folks with these forms to the back of the line — until they whited-out the offending words.

Boats that pulled into Marina Cabo San Lucas at the end of the Ha-Ha were visited by our old friend **Reynaldo Perez Perez** of the Agriculture Department, who has been doing inspections for the last dozen years or so. If any boats had uncooked beef or poultry products — no matter if it was frozen or not — they were confiscated. Mad cow disease and all that. One boat reportedly had to give up over



LATTITUDE/RICHARD

Agricultural inspector Reynaldo Perez and Doña de Mallorca laugh in relief that oranges and apples aren't beef or poultry.

\$900 of meat. (If you shop at the right places, you can buy superb meat in Mexico.) The odd thing is nobody from Agriculture visited any of the 100 or so Ha-Ha boats out on the hook, so all those

boats got to keep their beef and poultry. Law enforcement in Mexico can be a hazardous thing.

Cruising event dates to remember this winter in Mexico:

Fourth Annual Zihua SailFest, February 2-5. A great fund-raiser in Zihuatanejo for a really terrific cause. See www.zihuasailfest.com.

Fifth Annual Pacific Puddle Jump Party, last week in February. Puddle Jumping seminars and party sponsored by *Latitude* and Paradise Marina, but only for those going across in 2005.

Pirate's Spinnaker Cup For Charity, March 11. A glorious and easy 12-mile spinnaker run — in costume — from Punta de Mita to Paradise Marina, for another really great cause.

Thirteenth Banderas Bay Regatta, March 12-15, the big social event and casual racing event of the cruising season — and with the best venue and conditions for it in the world. Don't miss it! Paradise Marina. Entry is free.

Loreto Fest, May 6-8, Puerto Escondido, Sea of Cortez. Lots of hijinks,

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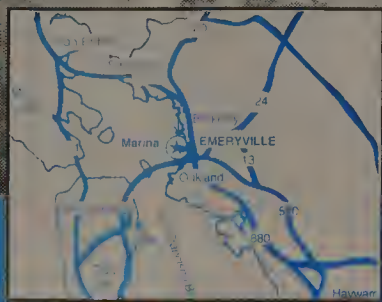
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"A dream of mine that started in grade school in New Mexico has become real with the launching in New Zealand of my 70-ft catamaran **My Way** in October," writes Don Engle of the East Bay. "All the planning, all the delay and frustration are over. We launched her yesterday, and she is a real beauty. There is no way to describe the emotion. There are still quite a few odds and ends to complete, but all the systems are working. We'll stay in New Zealand until the end of the South Pacific tropical cyclone season. A few years from now, however, I hope to sail her in a Ha-Ha."

We'll have a larger feature on *My Way* in an upcoming issue. But speaking of Northern Californians who have had a big cat built in New Zealand — albeit eight years ago — here's the latest from former Tiburon residents Steve and Dorothy Darden, who sailed a tremendous distance this year with their Morrelli & Melvin-designed 52 **Adagio**:

"We certainly put some miles under our

catamaran's keels since we crossed the Tasman Sea from Hobart, Tasmania, to Nelson, New Zealand, in November of 2003. "After too few weeks getting to know Nelson — and thus appreciating why so many savvy cruisers return to Nelson for either a breather or a home — we cruised Marlborough Sound briefly, then sailed up around the North Island's East Cape to Great Barrier Island, which is the eastern barrier island protecting the Hauraki Gulf of America's Cup fame. After a month of big city fun in Auckland, we continued up to Opuia, near our former home in Russell, Bay of Islands. *Adagio* was returned to her master builder, Allan Legge Boatbuilders in Opuia, for a few improvements and preparations for our anticipated adventures to and in Alaska later in the summer. On June 7, we departed



Wow! Is Don Engle's new 70-ft catamaran 'My Way' a whopper or what? She'll be cruising in the southern hemisphere near term.

Opuia on a 14-day passage to Tahiti. Then on July 7, we departed Bora Bora for a 14-day passage to Honolulu. And finally on August 5, we departed Honolulu for a 16-day passage to Sitka in Southeast Alaska. We arrived at the very end of a record sunny summer in Southeast Alaska, enjoying perhaps the final 10 days or so of sun before the 'liquid sunshine' settled in. On September 7, we departed Sitka and made our way much more rapidly than we would have liked through the



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CHANGES

channels and narrows of the Inside Passage on our way south to Sidney, British Columbia, which we reached on October 30. The motivation to get south was simple: every weather chart we studied indicated a continuous stream of lows aimed across the Gulf of Alaska at us, while we could see the high pressure retreating south before us. So we played 'catch up with the high', hoping for some sun. *Adagio* seemed to be the 'ski patrol' as we motored south. You know, the patrol that sweeps the slopes to be sure everyone is down safely before closing for the night? Sadly, there were few cruisers still up north for us to meet, but we had some great times with the permanent residents — who were surprised to see us wandering around that late in the season. We'll winter in Bainbridge Island, a 35-minute ferry ride from downtown Seattle. In about April, we'll head north again to Southeast Alaska to begin sampling the glaciers and seeing the bears we missed our first time through. Yes, we were in grizzly country for six weeks during the salmon run — but didn't see a single bear! Were they all so full of salmon that they



LATITUDE/RICHARD

Adam and Yuri meet up for the first time at Yelapa. A couple of days later, the intrepid two set off for the Galapagos and Magellan Strait.

were already hibernating?"

Adam Brinkley-Svanberg, who must be all of 22, did the Ha-Ha this year as crew aboard Frank Conner's Sausalito-based Cal 34 **Antoniette**, then snagged a 300-mile ride aboard *Profligate* to Banderas

Bay and Yelapa. While there, he became friends with Yuri Faria of **Tess**, a Berkeley-based Tumlauren 30 — which is a wood boat built in Denmark in 1947 that sailed all the way to San Francisco on her own bottom. Adam and Yuri must have hit it off, because we just received the following email: "I have decided to continue on, and will be leaving with Yuri on *Tess*. We sail for the Galapagos tomorrow, and plan to continue on to Buenos Aires via the Strait of Magellan, arriving in Argentina in March of 2005." That should be some trip on a 30-footer. *Bon voyage!*

It's winter, so if you've got a boat in the tropics, you've got to head there. "Come January, my wife Evelyn and I will be returning to our boat at Rodney Bay, St. Lucia," writes long-time Santa Cruz sailor Terry Drew. He and Evelyn bought a boat out of a Caribbean charter program a year or two ago, and now spend their winters there and their summers in Santa Cruz. "We're hoping to catch up with Ken and Nancy Burnap of the Santa Cruz-based Amel Maramu **Notre Vie** when they pass through on their way over

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Speaking of the Burnaps and *Notre Vie*, we recently received the following email from them: "Morocco, which we visited by bus and taxi, was very interesting. The markets were a little overwhelming, but we enjoyed the culture shock. We also had a great time at Ashila, which is on the Atlantic coast and is a smaller town with an artist community and a market with less aggressive people. In fact, it was the only place I bought anything! We're now at Tenerife in the Canary Islands, and are soon expecting Scott Pine, who used to race with Ken, and his wife Lolita. They'll sail down to the Cape Verde Islands with us, and then across the Atlantic to the Caribbean. The first three islands that we visited here in the Canaries — Gloriosa and Lanzarote (where our rental car was robbed) and Grand Canaria were just ok. The volcanoes were interesting, but it was rock, rock, and more rock, plus modular housing with no style. It was also surprisingly cool. But Santa Cruz on Tenerife is a beautiful European city with great architecture, parks, and beautiful large

trees. After seeing so many rocks, I was so excited to see something green that I hugged a tree!"

"Life has improved immensely since leaving the Canal Zone in Panama," writes Rex Oxford, who did the Ha-Ha last year aboard the Seattle-based Bavaria 42 **Gypsy Wind**. "In the broad stroke Panama is nice — it's the cities on both ends of the Canal that I can't quite abide. Apparently, I'm not alone, as every other cruiser I know, met, or who has been there, is solidly in agreement with me. I'll write up the details for the next issue. I did, however, enjoy my Canal transit a lot. I had a terrific advisor and six other cruiser-friends from **Kula, Seafari, Crowes Nest** and **Katy Rose** as line-handlers and galley

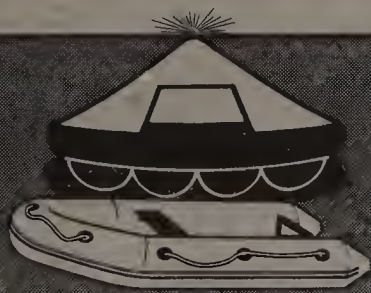


The one part of Panama that Rex Oxford did enjoy was transiting the Panama Canal. Three boats are seen here in the Miraflores Lock.

slaves. Currently, I'm enroute to the San Blas Islands, which I'm confident will be a lovely cruising ground. I anchored at Isla Grande for a few days, where the water was the beautiful Caribbean color and clear to 25 feet. My attitude has improved with the quality of the water and my surroundings. As I remember, last winter *Profligate* made the run from Panama to the Eastern Caribbean using

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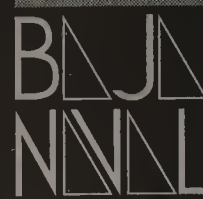
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CHANGES

the 'northern route' around Cuba. How was that? I'm sure you wrote about it in *Latitude*, but having been on the move, I haven't seen a copy in some time. I really miss the magazine. And that's right, it was only a year ago that I did the Ha-Ha with you guys. It seems a lifetime ago — and in many ways I guess it was."

Profligate motored from Panama to Cartagena for an overnight, then to Aruba for a four-hour fuel stop, then nonstop the rest of the way to Antigua in the Eastern Caribbean — so that was hugging the north coast of South America. The keys to the success of that easterly passage across the Caribbean were making the crossing in early December before the Christmas Winds had become established, and making a nearly nonstop trip. About 10 years ago, in the very windy month of February, our old Ocean 71 ketch **Big O** went from Panama to Cartagena, and was twice driven back by 45-knot winds trying to work the coast of Colombia. So Capt. Jim Drake flopped over on a close reach to Jamaica. The only problem with that was once they got there, it was still nearly 1,000 miles of upwind



COURTESY SWELL

Liz mucks around with the prop while her boat is in drydock. Not unexpectedly, the boat preparation is taking longer than hoped for.

and upcurrent work in hearty trades to reach the Eastern Caribbean. Some people do sail all the way north of Cuba before heading east to the Eastern Caribbean, but this puts them 1,500 Baja

Bash-type miles from their goal — which is even further away than when they started in Panama. However, it is possible to island-hop. The bottom line is that there's no easy way, particularly for smaller boats, to get from Panama to the Eastern Caribbean.

"Some days I look around my boat and all I see is stuff that needs to be worked on," says Liz Clark of the Santa Barbara-based Cal 40 **Swell**. Most *Latitude* readers will remember that Clark is the sweet 24-year-old who is getting ready to take off on a circumnavigation, one that's to be combined with lots of surfing — as befits a successful competitive surfer. "Depending on my mood on a given day, I'll either pick up a tool and start working — or grab my car keys and head off to look for surf. After a good surf session the boat projects don't seem so overwhelming, so I attack them with renewed vigor. By the way, I received about 40 emails from the recent story in *Latitude*, and I want to thank everyone who wrote me!"

During a phone conversation, Liz told us that various boat projects have pushed

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her departure date back to sometime in February. For example, the nearly 40-year-old boat doesn't have a reefing system(!), and some old thru-hulls need to be sealed up. Fortunately, some of the bigger projects — such as replacing the fuel and water tanks — are behind her. Because we enjoy encouraging young folks with grand sailing dreams, we asked Liz if she had a 'wish list' that readers might contribute to. She said she still needs an autopilot, and that an AutoHelm with a belt drive would do. She also would greatly appreciate contributions to a dinghy fund. She's already been offered an inflatable, but there was a string attached — the guy who owned it wanted to come along. Nice try! If anyone wants to support Liz's dream financially, or even just with encouragement, she can be reached at lizzclark@hotmail.com. (Note that there are two 'z's in her email address, not just one.) For a more complete description of Liz's proposed trip, see the October '04 *Changes*, either in a print version or at www.latitude38.com. Liz hopes to make it as far south as P.V. by the middle of



BARBARA MARSHALL

Fish are biting all over Mexico! The previously-mentioned Adam Brinkley-Svanberg holds up a 58-inch dorado caught near P.V.

March for the Banderas Bay Regatta.

"Dear Jesus, here is the photo of the 300+ pound marlin we caught out of Marina San Carlos," write Garth Jones of the Mulege and San Carlos-based sailboat

Inclination, and Ken Holmes of the San Diego and San Carlos-based sailboat **An-tares**. "We raised our first marlin — an even larger blue — five miles out of San Carlos. After trolling to 17 miles out and then starting to return, we hooked the 300+ pounder just eight miles from port. The lure was an 8-inch green and black 'eat me' plastic feather on 50-pound test line with Penn international gear. We were fishing from a 14-foot aluminum skiff with a 15-hp outboard. It took just over 90 minutes to land the fish, in part because we'd forgotten our fish belts and knife, and we broke the gaff. It was an incredible experience — and we fed most of San Carlos. The fishing has been excellent, but will probably drop off in a couple of weeks when the water cools. Andy and Amy Mendenhall of the Portland-based **Rosalito** landed a 40-pound dorado last week near Mulege — while under sail. Most sailboats need to troll a blunt-headed light lure to catch topwater fish, as heavy powerboat lures don't work well. I troll Zuker tuna feathers. The darker the day, the darker the color I use. In bright sun, I use bright colors. I hope to soon finish

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If the breakwaters and dredging can be done economically, the Puerto Los Cabo Marina, near San Jose del Cabo, will add 535 slips to Baja!

my pamphlet on how to catch fish from a cruising boat. In the meantime, we're catching and sharing lots of fish. By the way, we release almost all of the marlin we catch."

Just one problem Garth and Ken — the photo didn't come through! But thanks for the great tips. And thanks for releasing most of the marlin.

Many more berths have become available on the Baja peninsula — and apparently even way more will be available in about 18 months. The BellPort Group, a

California-based marina management company, reports that the first boats have taken slips at the new **Marina Costa Baja** just outside of La Paz. By the end of the year the marina expects to have eight megayachts and another

50 smaller yachts in its "Newport Beach-quality" marina. When the complex is completed in early 2005, there will be 250 slips ranging in size from 30 to 200 feet — as well as a luxury hotel, restaurants, fuel and guest docks, vigilant 24/7 security, and free shuttle service to downtown La Paz. Marina Costa Baja features Bellingham-built concrete docks, and a double-basin marina that provides both a superb haven in bad weather and a great base for cruising and fishing in the Sea of Cortez. For complete information on the new marina, call (949) 723-7780.

And about 100 miles to the south as the crow flies, work is underway on the **Puerto Los Cabos** resort community near San Jose del Cabo. According to the developers, in a little more than a year they plan to open a marina with 535(!) slips between 30 and 150 feet. Because several large breakwaters will have to be built and a great amount of dredging done, skeptics suggest it may take longer to complete than planned. The Capé has needed a second marina for quite a few years, but until now nobody was willing — given the amount of breakwaters and dredging needed — to bet the numbers would work out. Assuming the marina does come to fruition, it won't be anything like Marina **Cabo San Lucas**, because Puerto Los Cabos will be remote, as it will be surrounded by luxury homes and two golf courses, and will have a more sedate country club atmosphere.

If you're cruising this year, **we'd love to hear from you** — especially if you haven't written in before. Keep it short, include some high-res photos, and always give your boat name, boat type, your full name, and homeport. Gracias!



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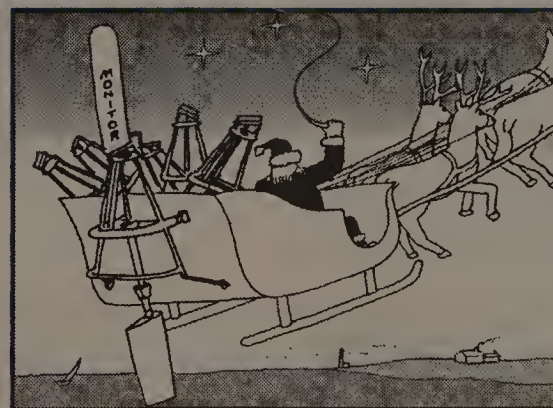
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24 FEET & UNDER

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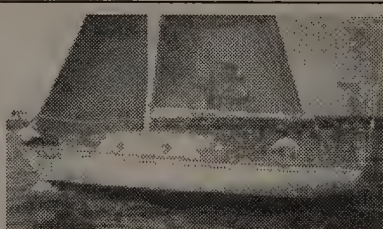
CAL 22, 1989. Santa Cruz, North Harbor, 6 months sublet. Tabernacled, main and jib, VHF, 8 hp Nissan. This boat is in great shape. Rigging and sails are relatively new. \$3,900. Call (831) 345-5010.

CAPE DORY TYPHOON. LOA 18'6", beam 6'3", draft 2'7", 2,000-lbs displacement. The feel of a larger boat. Steady, stable. Smooth, predictable. Full keel. Refurbished classic Seagull. New interior cushions. Beautiful. \$3,395/obo. Benicia Marina. Call (916) 204-4646.

WEST WIGHT POTTER 19, 1990. Fully loaded. Bow, cockpit railings. Genoa sail, reefing main. Wired for 110. Depthfinder, 4 hp outboard motor. Porta-Potti, running lights, whisker pole. Lake sailing only. Trailer modified with carrier and extras. Excellent condition. \$6,000. Tony (408) 379-9087.

RANGER 23, 1973 with transferable Gashouse Cove slip. New main, new jib, Harken RF, extra main and jib. Spinnaker and pole, whisker pole, battery charger, VHF, Navico tiller/pilot, 9.9 Yamaha 4-stroke, new cushions. \$6,250/obo. Call (415) 876-1525 (eves).

SANTANA 22. Race rigged, good condition. New Seal standing rigging. Pineapple main and genoa, spinnaker and class jib too. 2002 Honda 5 hp, stereo, anchor. Transferable Sierra Point slip, \$116/mo. \$3,500/obo. (650) 922-6505.



CAPE DORY TYPHOON SENIOR, 1985. 22.4-ft, beautiful Alberg design, full keel, great sailer, 4 berths, tankbark sails. 2002 6-hp outboard, Achilles inflatable, hidden Porta-Potti. Displacement 3,300-lbs. Berthed San Diego. \$9,000. Jerry (619) 742-1074 or gsmurphy@ix.netcom.com.

AUSSIE GP 18 SKIFF. Mid 1990's model in great condition. Two complete rigs, good sails, all new hardware. Trailer and beach dolly. Located San Diego. \$3,800. For pictures and details: (619) 226-1257 or email: bassalone@earthlink.net.

CAL 20, 1973. Good hull, good sails. Antioch Marina. \$400. (707) 849-4805. (I'm in Mexico, so leave message.)

24-FT BAYLINER SAILBOAT. White and very bright inside. Standing room. Fridge, sink, enclosed toilet. Fun weekender. Dry as a bone inside. Only \$2,200. Ben (510) 812-9613.



CAL 20, 1971 CLASSIC. 2 jibs, mainsail. Johnson 4 hp outboard, lots of extras. Hull and keelbolts sound. Sausalito berth. Fun boat, ready to sail, or project boat to race. \$2,500/obo. Call David (415) 831-6691.

WANTED: O'DAY MARINER 19. 1972 or newer. AKA Mariner 2 + 2. (800) 406-0222 (days, or please leave msg eves).

25 TO 28 FEET

CATALINA 27. 4-stroke longshaft 15 hp 1999 Honda outboard. 5 sails including self-tending jib. Excellent stability with shallow draft fixed keel. On Tomales Bay. \$5,000. Call Ernie Taron (415) 669-7289.

ERICSON 27, 1973. Atomic 4, electronic ignition, many upgrades, lots new. Hauled Nov. 2004. Epoxy barrier coated, new cutlass bearing, wheel steering, propane stove, BBQ, bat charger. Ready for Bay or coastal cruising. \$7,500. Call for detailed spec sheet/info. (510) 306-6129.



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CATALINA 25, 1987. Fin keel. 9.9 Merc Sailpower outboard. Furl, tiller/pilot, legal head, pop-top. Well equipped. Recent Trinidad bottom paint. Priced right. First \$8,500, insured for \$10,000. Upwind double-finger berth, Oyster Pt Marina, SoSF, \$182/month. Call (650) 583-6377 or email: 25catalina87@mindspring.com.

ERICSON 27, 1972. New standing and running rigging, boom, jib and furling, spreader brackets, gooseneck connection, mainsheet traveler brackets, blocks, control line to cockpit. New propshaft, fresh tune on Atomic 4. Fresh bottom paint. Windvane, depth, speed. \$12,500. (415) 259-8682.

OLSON 25, 1985. Race winner in very good condition. Survey and haulout done in 2003. New spinnaker and Kevlar club genoa and forward hatch. Yamaha 3 hp, charger and handheld VHF, stove and more. \$11,000/obo. (510) 787-0318.

CAL 27. Great racer/cruiser, newish 10 hp motor, new running rigging, 2 spins, two jibs, new standing rigging and bottom 4 years ago. VHF, stereo, depth, teak interior. \$4,000/obo, any offer considered, must sell boat. Call Terry (707) 225-2849 or (415) 320-0722 or belowline@msn.com.

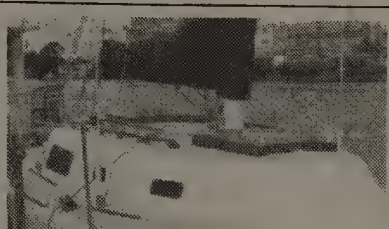
MacGREGOR 26X, 1999. *Summer Wind.* Honda 4-stroke runs perfect. Dual battery, roller furling, VHF, stereo, bottom finder, compass. Cruise ready, loaded, pristine. Best 26X on market. Extensive inventory, everything stays with boat. Asking \$22,500. Bob (619) 985-4828 or Chris (619) 222-6195.

26-FT GAFF TOPS'L CUTTER. Former Master Mariners champion. New Hogin main and stays'l. Newer tops'l. Serviceable jib. Volvo diesel inboard. Classic Dean Stevens build. Looks like Wm. Fife design. Needs TLC and some caulking. \$9,200/obo. Call (510) 451-5217.

MacGREGOR 26M, 2004 POWER SAILER. Dark blue hull. Includes trailer with disc brakes, 50 hp Evinrude E-Tech with 7 year warranty. Mast raising kit, roller furling jib, topping lift, boom vang, stern rail seats, ladder, cockpit panel, extra 12v battery with switch, extra fuel tank, 110v shore power. Seatback and cockpit cushions, compass, cabin table, ss hatch handles, jiffy reefing, 2 port windows. Extra reading lights, 12v outlet, enclosed head, full galley with single-burner stove. Sleeps 6, standing headroom. Enjoy it all, sailing performance or pull a water skier, the Bay or Lake Tahoe. New cost \$34,000, used only 3 weeks. Change of plans forces sale. Napa. \$27,000/obo. Alan (707) 251-5771.

CATALINA 27, 1971. Dinette layout. Great condition, never damaged. Always well-maintained and upgraded all along. New 8 hp Honda 4-stroke outboard. Plenty of extras. Coyote Point YC berth. I've sailed her nearly every week since 1988. \$9,000/obo. (650) 281-4688.

CHEOY LEE FRISCO FLYER 26, 1966. Heavy fiberglass hull, teak over fiberglass deck, teak trim. MD-1 Volvo diesel, head with holding tank. 2 jibs, 1 main. VHF/stereo. A sweetheart of a boat. Must sell. \$6,400/obo. Call (415) 457-8557.



CAL 2-27, HULL #516. *Lucy Apse.* One owner. All halyards and other sail-shape controls lead to cockpit. Atomic 4. Fathometer, knotmeter, self-steering. Call (510) 522-4005, Zip 94501.

PACIFIC SEACRAFT 25, 1978. Solid, salty pocket cruiser, classic double-ender, beautifully designed and maintained, a dream to singlehand, cozy, livable interior (really). Very reliable Yanmar 8 hp, new water/fuel tanks, 2 jibs, new spinnaker, hauled/painted Aug. 2004. \$19,000/obo. (415) 786-6465.

CATALINA 27, 1977. Dinette version. Petter 16 hp IB diesel. New bottom paint and 2-year-old standing rigging. Ready to race or cruise. Lots of upgrades. Details on web site: <http://home.comcast.net/~jeremiasen/> or call (510) 758-4752.

PACIFIC SEACRAFT 25: Beautiful, refurbished inside and out. Awlgrip hull, decks, and spars 2002. New cabin cushions, completely rebuilt Yanmar diesel 2003. New fuel tank 2003. New ports and hatches 2002. New standing and running rigging 2002. Two AGM batteries and smart charger 2003. Main with 3 reefs 2002. 3 headsails: 140%, 110%, 95%; 140% and 95% Hood Vetrin 2004. Roller furler, all lines to cockpit including reef lines, hauled and painted 9/2004. \$23,500. Call (415) 389-8419. Move forces sale.

CATALINA 25 POP-UP. Rebuilt Yacht Twin 4-stroke outboard, about 5 hours. Sails, good shape. Furling jib, hardware included. Marine head. Galley with lots of little extras. \$5,000/obo. See website: <www.geocities.com/ladypriscilla25> or call (650) 359-8387, Box #3.

SANTANA 27. Excellent condition. New bottom paint and survey. North sails, main, jib and spinnaker. Interior teak floors, new cushions. Radio, CD, depthfinder, autopilot and head. Honda outboard with low mileage. \$6,500/obo. Call Diane (209) 525-9156.

CATALINA 25, 1984. Swing keel, tall rig, good condition, family cruiser and competitive lake racer. Cruising and racing sails with spinnaker, lines led to cockpit, keel faired, always trailer sailed. VHF, knot, depth, stereo, 7.5 hp outboard. \$8,500. Call (408) 776-9673.

MacGREGOR 26X, 1996. Electric start 50 hp Nissan outboard motor, power tilt and gauge, RPM, two 6 gallon portable fuel tanks, dual batteries with isolators, 2-wheel trailer with surge brakes, VHF radio, AM/FM radio cassette, GPS, built-in compass, depth. Sails: Main, roller jib, 150% genoa, spinnaker and bags and covers, all lines. Anchor, dock fenders, custom canvas weather cover, mast lifting system, swim ladder, life jackets and ocean man-overboard equipment. Alcohol stove, galley sink and storage, table service for 8, cockpit table and dinette, enclosed head, sleeps 6, sun shade, all cushions for cockpit and cabin. Located Eureka, CA. \$14,000. Delivery to 800 miles RT at \$1.50/mile. (707) 445-4306.

O'DAY 27, 1975. *Gold Edition* in very good condition, Atomic 4, double marine batteries, main, genoa and jib. Great boat. Moving to Hawaii, must sell. \$8,000/obo. Call Fran (650) 759-9204 or Jon (650) 468-3573.



CRUISING BALBOA 27, 1979. Clean and in great condition. Complete canvas, sail covers, 2 spinnakers, 2 jibs, 1 main, spinnaker pole. Fathometer, interphase locator, tiller autopilot. Nissan 8 hp needs work. Swing keel, stove, head, water, sink, cooler, sleeps 5. \$6,900/obo. (510) 769-8872.

MacGREGOR 25, 1988. 9 hp outboard, trailer. Good sailing shape. Hanked-on jibs 110, 135, main 2 reefs. New trailer brakes last year. Needs cleaning, but is not a project boat, ready to sail. See: <http://www.steamup.com/mac25> \$3,000. Email: beamreach@gmail.com or call (408) 887-3216.

CHEOY LEE OFFSHORE 27, 1973. Glass hull, lots of nice, well-maintained wood. Beautiful interior with settee. Volvo diesel. View sisters at website: <www.cheoyleeassociation.com>. Main, jib, misc. gear. Spruce mast and boom. Moving, must sell. San Rafael. \$10,000/obo. Call (415) 460-0963.

27-FT CATALINA. Nice liveaboard. Lots of headroom. Dinette style. Sail your visitors under the Golden Gate Bridge. \$170/month berthing fee. Join a yacht club (from \$40/month on up). Cheap condo. Only \$5,600. Alameda. Call McCallum (510) 812-9613.

MacGREGOR 26, 2001. Excellent condition. Trailer, Johnson 50 hp 4-stroke. Wheel steering. Jib furler, sail covers, all lines led to cockpit. Anchor, fenders, three 6-gal gas tanks, head, 2 batteries. \$19,000. Call Dan (415) 456-2644.

NOR'SEA 27, 1992. Aft-cockpit sloop. Yanmar GM20F, Profurl, Monitor wind-vane. Twin Bruce anchors, 300' chain, washdown, watermaker. Garmin color-plotter, Signet instrumentation, autopilot, factory teak interior, inverter, VHF, dodger, refrigeration. Triple-axle trailer. Will deliver/airfare allowance. Reduced \$62,000. (970) 464-1280. Photos by email: jc27mystic@netzero.com.

SANTANA 525, 1977 with heavy-duty trailer. Ready to race, great condition. 6 sails, custom upholstery, new VHF radio and stereo, all safety equipment included. 6 hp Evinrude, 45 hours. New sail and custom covers, new bottom paint. \$4,000/obo. (510) 653-8893.

29 TO 31 FEET

1929 BIRD, GREY GOOSE, #10. Proven race winner, ready to go. Recent survey, good condition, new 8 hp outboard, two mains, jib, spinnaker. Must sell. \$6,000. Email: greygoose10@hotmail.com or call (912) 224-7111.

SANTANA 30/30. All new since 2000: Yanmar diesel, dual battery charge minder, two deep-cycle batteries, 100% fuel system, deck paint, all Aramid halyards/running rigging, Spar-Tite poured partners. Excellent race inventory: Doyle Carbon D4 main and No.1, Doyle No. 2, Quantum Carbon No. 3, Airx .75 and .5 oz kites, whole bunch of serviceable cruise/delivery sails, carbon spin pole, adjustable jib cars. DGPS with mast display, faired bottom, dual Tactick mast displays, CD player/amp, legal head, standing headroom, rebuilt alcohol stove, new cabin cushions, custom teak cabin sole. Great, highly optimized race/cruiser, full boat cover, very presentable. PHRF=126. Fanatically maintained and upgraded. Won't get more 30' raceboat for \$30,000. Email: stephench@sbcglobal.net or call (415) 254-4410.



CLASSY 29-FT VAN DE STADT sailboat made in renowned Trintella boat yard. Surveyed for \$14,000, asking \$10,000. Need money for school. Fiberglass hull with teak deck, Volvo diesel engine. Plenty of extras. Call (415) 468-4051 or (415) 999-1203.

ERICSON 29, 1971. 2 sets of sails, new hatches, bilge and water pumps. V-berth mattress and heavy duty battery. Engine needs work. Solid boat, in Sausalito. \$6,000. Sam (707) 884-4836.



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CATALINA 30, 1984. Universal 25. Main, 135% genoa, spinnaker, new furler. Wheel helm, Autohelm ST4000, Autohelm speed, depth, wind instrument. H/C pressure water, CNG stove, refrigeration, CD/stereo, VHF, new interior cushions, new cockpit cushions. Must see. Asking \$28,000. (707) 747-6730.



OLSON 30 #203 1982/3. Rebuilt 2003. New 2003: Ullman 155%, 135%, 100% main, reaching running asymmetricals, staysail/windseeker, Yamaha 4 hp, rod rigging with double spreader, running rigging, BOD, berths, interior cushions, hatch, stanchions, life lines, carbon pole, Tack Tick Sail Master, tiller/pilot, fully gimbaled stove, hull and interior painted, fins faired. Surveyed, dry-sailed. \$25,000. Call Richard (310) 963-9330 or email: richardw@mathewsmachinery.com.

ERICSON 30, 1969. Universal diesel. Mast, standing rigging, main new 2000. Bottom paint 2003. Headsail roller furling. Wheel steering. Manual windlass. Auto-pilot. \$13,900. Located in Oxnard, CA. See Website: <www.iparm.org/ericson> Call Tim (805) 886-4662 or email: ericson@iparm.org.



BABA 30, 1981. Excellent condition. Classic Bob Perry design. Documented vessel, beautiful teak, rebuilt Volvo Penta, new fridge. Must be seen to be appreciated. Berthed at Grand Marina, Alameda. \$65,000. Call Jon (317) 695-1785 or email: redcoopers@yahoo.com.

ERICSON 30. Monterey mooring, diesel, main and 2 jibs in good condition. CD/stereo, dinghy with outboard, beautiful interior, kitchenette, head, battery charger. Immaculate condition. (831) 620-1931.

CATALINA 30, 1983. Excellent condition. Diesel, new dodger, reconditioned sails, roller furling, custom Delta cover, winter cover, teak stern rail seats and swim platform, new interior. Bottom job 2003, holding tank, H/C water, wheel helm, GPS/depth/speed/VHF, TV/VCR, stereo, refrigerator, microwave. Two-owner boat. Must see to appreciate. Asking \$29,500. (925) 253-0725 or mjm393@comcast.net.

JENSEN CAL 2-29, 1970. In Morro Bay, CA. VHF, CD, BBQ. 150, 125, and 100 genoas, rigging for spinnaker. Clean, solid yacht. Great for any adventurer. \$6,200/obo. Call Matt (805) 748-2832.

ERICSON 29 SLOOP, 1977. Excellent condition. 5 sails and bags, wheel steering. October 2004 bottom painted. November 2004 mechanical work done Atomic 4 engine. Rebuilt carburetor, new manifold, new exhaust system, new water pump, new water valve, new hose and thru hull, new ignition switch, new spark plugs, points, new condenser. Fuel system cleaned. 2002 new electrical wiring. Many extras. San Rafael. \$16,750. Call (415) 717-5734.

CAPRI 30, 1982. IB 6 hp deisel, new elec., carbon fiber spin pole, tape drive main, #1, #3, Dacron main, 3 spinakers. Ready to race or daysail. \$13,500. (510) 693-4205.



CATALINA 30, 1976. Eurydice. Comfortable cruiser, competitive racer. \$Gazillions spent, millions of sails. HW heater, running water, refer, Gucci running rigging, new upholstery, humming A-4, folding prop. Low price, \$20,500 or less without all the fancy sails. (916) 455-7665 or gmbiery@pacbell.net.

BAYLINER BUCCANEER 295, 1979. Rebuilt MD7A Volvo diesel, 6 bags HQ sails, 4 auto-PFDs. Garmin 175 GPS, nav station, head, sleeps 7, much more. Very good condition. Responsive and fast. See at Alameda Marina, #76. \$12,800/firm. Email: eric_inman@excite.com or call (559) 565-3115.

ISLANDER 29. Full keel, ocean capable, heavy lay-up, stout rig. 4 sails, led aft, mahogany interior, galley, dinette, enclosed legal head. New: Head, fridge, micro. Bottom 2 years, 2 anchors with rode. Atomic 4, will run. Honda 8, low hours. \$5,200/obo. Call (530) 300-3975.

CLIPPER MARINE 30, 1975. Good condition with excellent Yanmar inboard diesel, two jibs, spinnaker, new butane stove and new battery charger. We have had lots of fun with this boat on the Bay and Delta. \$5,000/obo. (209) 369-9117.

ERICSON 30+, 1982. Bruce King design. Tabernacled mast, main, 3 jibs, diesel, old dodger, new canvas. Autohelm, stereo, beautiful interior, surveyed excellent in 1998. Slip sublet not available. See <<http://photos.yahoo.com/dkliesch>> \$25,000. Call Doug (831) 588-0391 or email: doug@edcruz.org.



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BABA 30, 1979 cruising cutter. Bob Perry designed capable offshore/ocean cruiser, good upwind performance. Full suit of cruising sails, dodger, Monitor windvane, liferaft. Polynesia veteran. New Volvo 29 hp diesel powerplant. Berthed Sausalito. 2nd owner. (408) 354-7121.

PACIFIC 30, 1971. Pocket cruiser. Excellent sails, new saildrive. Solar, windvane, autopilot, SSB, VHF, GPS, knot, depth. Stereo, Bruce anchor, propane stove/oven, wood heat. Very cozy, excellent liveaboard. In good shape, will go anywhere. \$20,000/obo. Steve (415) 847-0179.



MERCATOR OFFSHORE 30. Re-listed. Legendary, Seattle-built, handlaid fiberglass. Alaska/Mexico/Hawaii vet. Turnkey offshore cruiser: Ready for anywhere. Upgraded or rebuilt stem to stern. 2004 beautiful Awlgrip paint job. Monitor windvane, Alpha 3000 autopilot, epoxy bottom. Yanmar 27 diesel. Full Battslide main, Profurl, dodger, asymmetrical spinnaker, 8 winches. Watermaker, fridge, windlass, nice inflatable, outboard, LCD radar, wind Instruments, depth, ICOM SSB/Ham radio, GPS. View photos and specs: <<http://www.geocities.com/sviris4sale/>> In San Diego. \$29,000. Will deliver anywhere. Call (619) 307-1643.

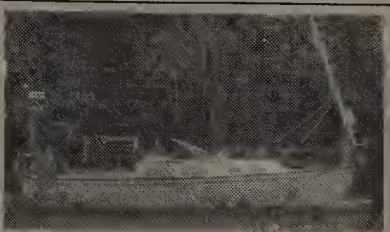
CATALINA 30, 1980. Magnificent family holiday gift. Great liveaboard. Sleeps 7. A floating guest house. Dodger, wheel steering, rebuilt Atomic. BBQ on stern rail. Enjoy popcorn and cocoa in your pajamas under the stars. \$16,250. Piedmont. Call Scott MacFarland (510) 812-9613.

32 TO 35 FEET

ARIES/ROUGHWATER 32 SLOOP in Colin Archer tradition. Tacks easily, can balance for neutral helm. Easy single-handing or relaxed entertaining. Likes strong winds. Potential liveaboard. V-berth, enclosed head, copious storage, small galley. inboard diesel. Richmond, \$23,000. See: <<http://www.molin.org/aries/>> (503) 349-1037 or smolin.aries@mailnull.com.

ISLANDER 32, #1, 1962. Warlock. Full keel classic black hull. 6'4" headroom, sleeps 6. Atomic 4, 4 headsails, needs main, Autohelm, stainless tanks. Many extras. 12/2002 bottom job. See webpage: <<http://secure.lenos.com/lenos/jwong/Boat/warlock.htm>> \$10,000/obo. (415) 336-1425 or warlock63sf@yahoo.com.

BEAUTIFUL 34-FT COLUMBIA Mk II sloop. Baja veteran. 300 hours on Yanmar 3GM30V. PUR40E and PUR06 watermakers, 2 autopilots, Furuno radar, GPS, Loran, fridge/freezer. Profurl, shower, hot/cold water, sails. Dickinson diesel heater, fresh topside, etc. Roomy, fast, strong. \$25,000/obo. Duncan (415) 902-0771.



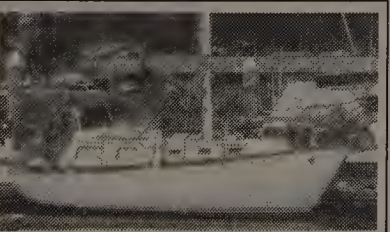
PEARSON 323, 1982. Excellent condition. Ready for cruising. \$34,000. Call (510) 331-7899.

J/109, 2003. Great gift, better than new. This boat is loaded: PHRF and one design sails, 3 spinnakers, drifter, carbon 155%. Don't miss this opportunity to purchase well below current market value. \$193,000. Call (714) 222-3118 or (562) 596-8549.



HUNTER 320, 2001. Professionally maintained. Like new. Yanmar diesel. Two private staterooms with convertible dinette. Furling jib, lazyjacks, icebox, microwave. Stereo/CD, VHF, self-tailing winches, 2 anchors. Price reduced for quick sale. Offers encouraged. \$69,950. Call (408) 480-3537 or lemke_beth@yahoo.com.

ERICSON 32, 1985. Sails: North main, roller furling jib, gennaker, hydraulic backstay, eight winches, Edson pedestal and controls. Raymarine digital electronics: depth, wind, and knotmeter. Universal diesel, shower with hot/cold water, oven with two-burner stove. \$38,500. (707) 479-7454 or twcons@comcast.net.



CHALLENGER 32, 1974. 48 hp Nissan diesel. H/C pressure water, engine-driven refrigeration (needs recharge). Teak interior and trim, hard windshield dodger. Located Half Moon Bay. \$17,500. Call (209) 304-7884.

J/BOATS J/105, 2001. White with navy blue cove/boot stripes. Well maintained and in excellent condition. All J/105 options including wheel steering. B&G instruments and pilot, VHF, GPS, stereo. 2004 racing sails. Redwood City. \$129,000/offer. Email: john@castlerock.com or call (408) 234-4402.

COLUMBIA SABRE 32.5, 1965. Great sail, great condition. Active Bay sailor. Newer Honda 8 hp 4-cycle. \$5,800. Call (415) 383-5686 or (415) 898-7785.



YOUNG SUN 35 CUTTER, 1982. Solid, heavy displacement, bluewater cruising boat with beautiful interior woodwork. Robert Perry design, Yanmar diesel, new cushions, radar, GPS, VHF, autopilot. With slip in Monterey, CA. \$69,500. See: <<http://www.ninefootnine.com/youngsun35/>> or call (360) 303-9759.

CAL 34, 1971. Good condition. BBQ, pressure cold water, new toilet, new cockpit cushions. Good running Atomic 4, propane swing stove/oven, electric windlass, roomy interior. Located Long Beach. \$13,500/obo. Call (909) 754-6636 or (909) 338-8502.



DEHLER 34 GERMAN CRUISER, 1982. \$30,500. Extensively renewed in 2002-2004. New mast, rigging, interior, completely rebuilt engine, bottom work. Located Wilmington, CA. Visit <http://geocities.com/yury_golubev/> for pictures or email: yury_golubev@yahoo.com. Call (818) 393-1025 or (323) 449-8370.

YORKTOWN 35 CENTER COCKPIT. Length overall 38'. Fiberglass, aft cabin, flush deck, 65 hp diesel, new stainless steel ports, new sail covers, autopilot, radar, GPS, fully enclosed dodger, new fuel tank, 4 new L16 batteries. Great cruiser/liveaboard. \$17,900. (925) 694-6706.

DUFOUR 34. \$34,500. Beautiful ocean-going vessel. Cruising or liveaboard. French built, 1974. Volvo MD2B. Loaded, well maintained, same owner since 1980. *Suzanne Marie*, A dock, Santa Cruz Harbor. See: <www.northsidemac.com> for link. Call (408) 482-6583.

CAL CRUISING 35. Bluewater sloop, fully geared for long range cruising. Excellent condition. For details call (386) 322-4506 or (386) 290-2010 or see website: <www.geocities.com/windfall4sale/Cruise.html>

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WYLIE 34, 1980. Very clean inside/out. Fresh paint and varnish, 12 plus sails, new sail tracks and deck repair, head with holding tank. Freshly serviced Yanmar, Martec prop, self-tailing winches, running backs, new batteries. \$21,500/obo. Call (415) 279-0609 (days).



COOPER 353 PILOTHOUSE, 1981. Rare pilothouse sloop, design by Stan Huntingford. Dual-station hydraulic steering, ProFurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Force10 stove and diesel heater, windlass with 280-ft 3/8" chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. New bottom paint 11/04. Documented. \$45,000. Pictures available. Call (707) 473-0129 or email: ronraven@pacbell.net.



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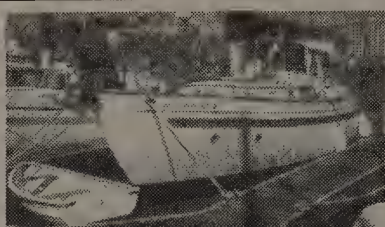
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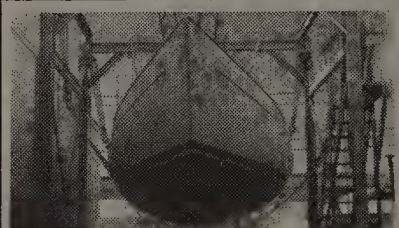
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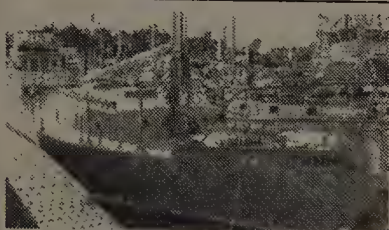
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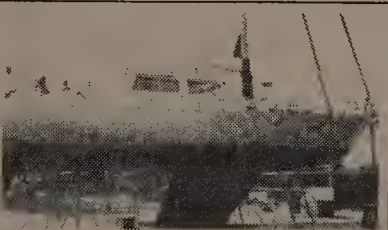
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40-FT BENETEAU FIRST 405, 1987. This boat is loaded: Robertson autopilot, full batten mainsail, roller furl jib, radar, Ham/SSB radio, lots of cruise gear. See pics at website: <www.geocities.com/jgluvers/sail_boat_1.html> Priced for quick sale at \$69,500. Email: jgluvers@yahoo.com or call (916) 991-4487.



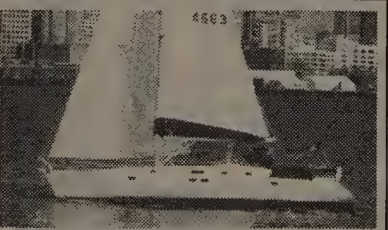
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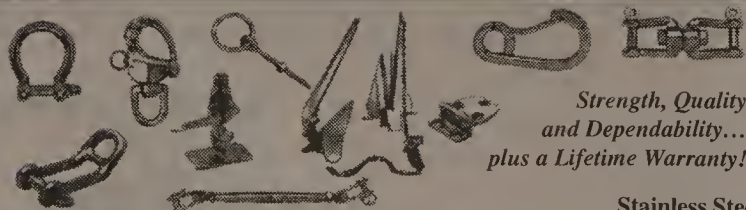
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ALDEN 54 CENTERBOARD YAWL, 1970. World cruiser. Mahogany over white oak, rebuilt Ford Lehman engine, furling main, newer sails, teak deck, beveled glass, dinghy, sleeps eight, teak/mahogany interior, full boat cover. \$85,000/obo. Call (510) 633-2125 or (510) 332-4900. No brokers.

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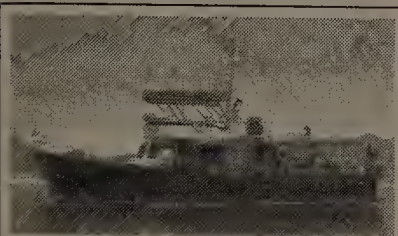


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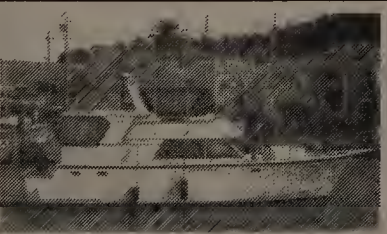
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BAYLINER CONTESSA 28.5, 1986. Volvo Penta V-8, dual prop, stern drive. 50 hours on rebuilt motor. Sleeps 6, head, shower, galley. GPS, Alpine CD, full canvas. \$20,000/obo. (510) 635-4700.

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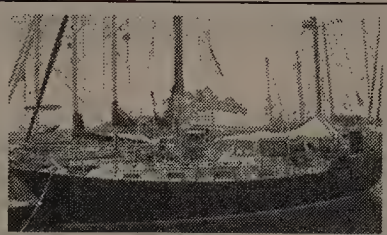
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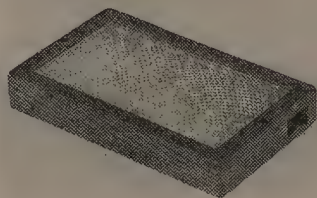
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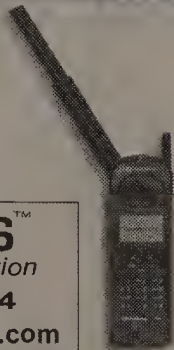
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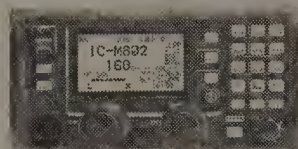
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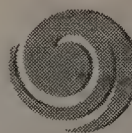
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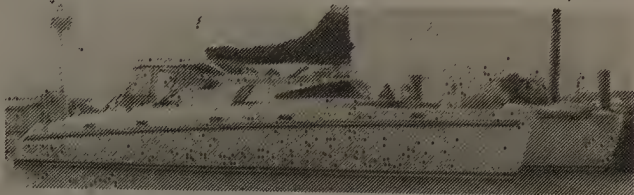
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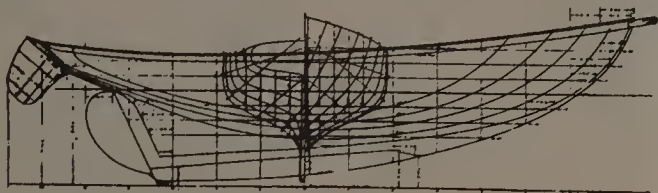


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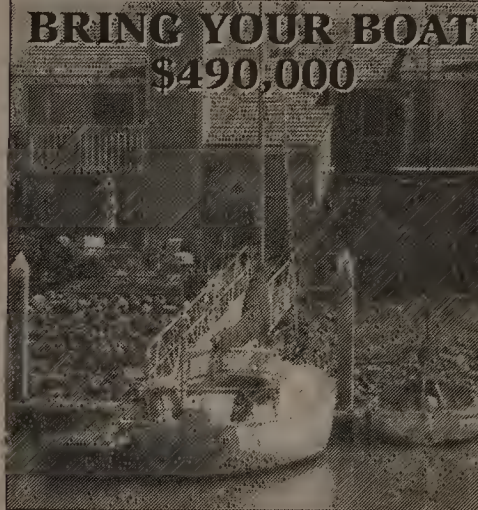
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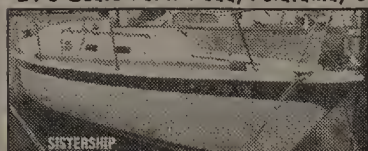
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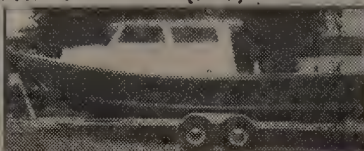
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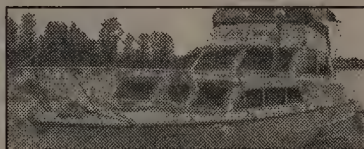
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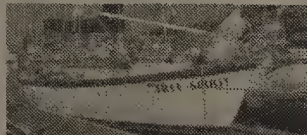
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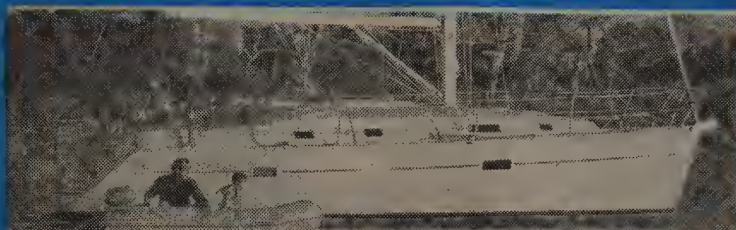


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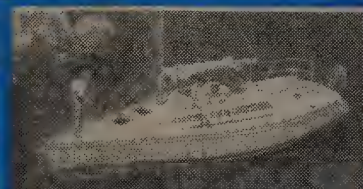
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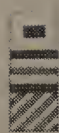
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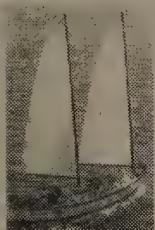


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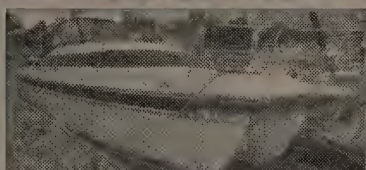
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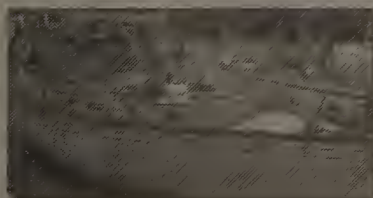


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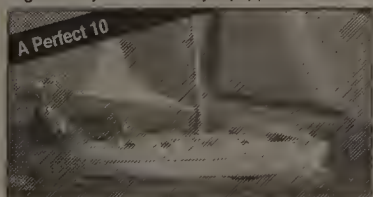
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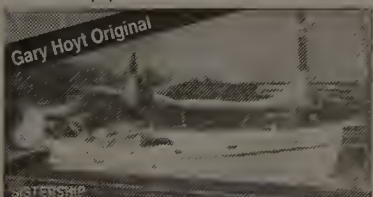
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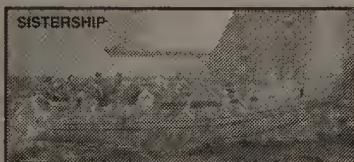
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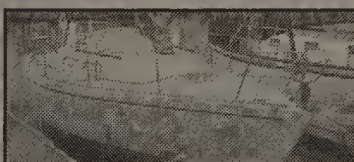
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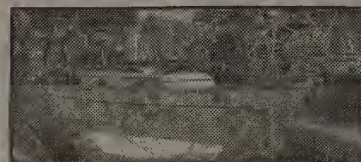
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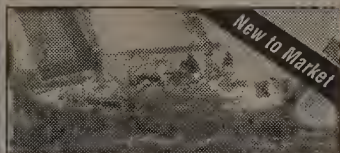
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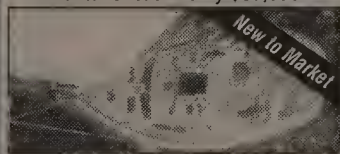
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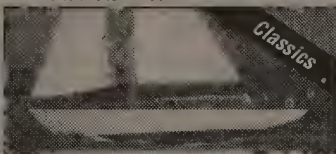
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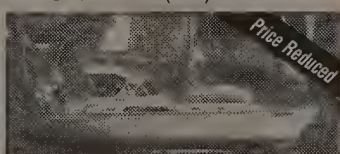
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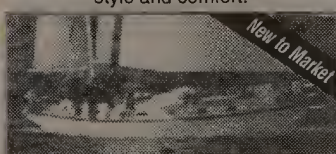
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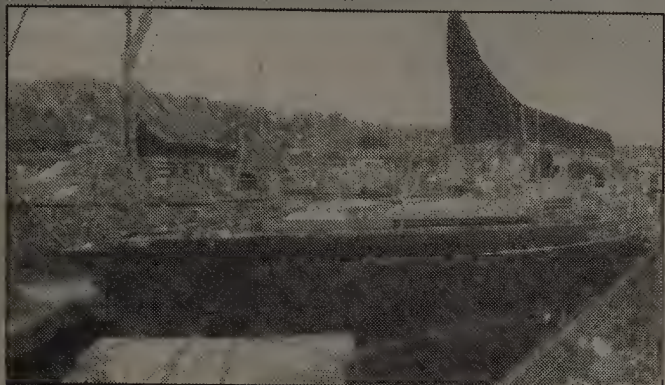
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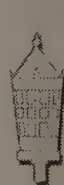


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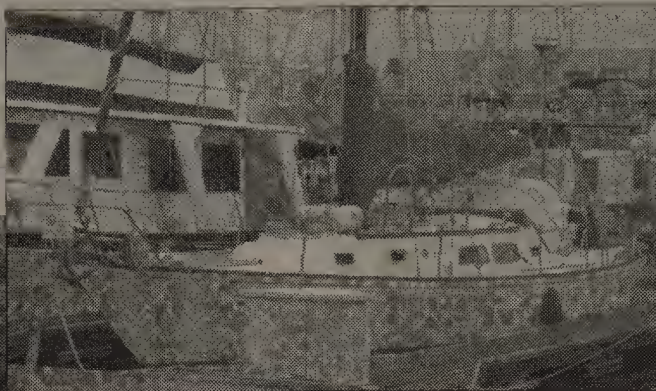
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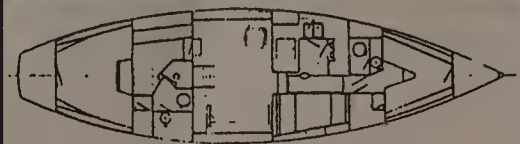
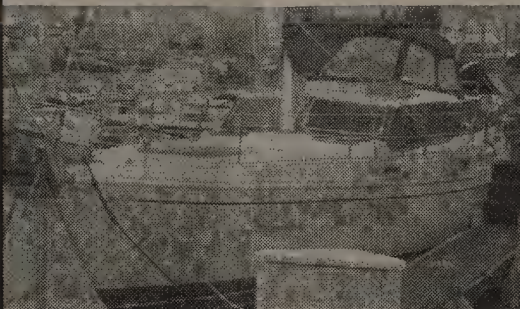
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## 43' HANS CHRISTIAN, 1987

Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in '98 for an extended cruise that was never taken – Kohler generator, watermaker, radar, SS8 radio, plumbed & wired for washer/dryer, numerous sails, redundant heavy-duty ground tackle, etc. \$219,000



See at:  
www.marottayachts.com

## BENETEAU FIRST 40.7, 2003

The 40.7 combines the excitement of a sleek, sophisticated racer with the comforts of a luxurious cruiser. This one is a well equipped (custom dagger, about \$50,000 worth of top-of-the-line sails, rod rigging, instrumentation and more) blue-hulled beauty that shows as new inside and out. Deep (7'9") keel version. Transferable Sausalito Yacht Harbor slip. \$204,000



See at:  
www.marottayachts.com

**45' HUNTER 450, 1997** This 450 shows very nicely, is competitively priced and has a PRIME Sausalito Yacht Harbor boardwalk slip that can transfer – one of the best slips in one of the nicest marinas in the Bay Area. Well equipped including full electronics and reverse cycle heat/air powered by a Kohler genset to run offshore or at anchor – she's as nice a pied-a-terre as she is a sailboat! \$199,000



See at:  
www.marottayachts.com

## 48' C&C, 1973

One of two built, this unique vessel was extensively refit at the factory in 1996, including full new interior. She's in better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics including Furuna radar, Robertson AP. See to appreciate. \$199,000



See at:  
www.marottayachts.com

**40' SPARKMAN & STEPHENS-DESIGNED AFT COCKPIT YAWL, 1953** Designed by the legendary Olin Stephens of S&S and built of the finest materials by one of Europe's premier yards, *Italia* always had loving owners; her current caretaker has lavished untold time and money on her and she shows bristal.

New \$125,000



See at:  
www.marottayachts.com

## 47' GULFSTAR SAILMASTER, 1979

Sailmasters are well known for their unbelievably roomy interior – 6'5" throughout most of boat and as much beam as many motor yachts. Fundamentally very sound, looks fine on the outside and has updated sails and rigging, including in-mast furling main with electric winch. Priced competitively. \$122,000



See at:  
www.marottayachts.com

## 32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay.

Competitively priced at  
\$72,000



See at:  
www.marottayachts.com

## 41' ISLANDER FREEPORT CUTTER RIGGED KETCH, 1975

One of the best all-around cruising designs to be found at anywhere near \$100k, this vessel was repowered in 1997, has an almost completely renewed interior and shows very nicely. Plus replaced standing rigging, recent hard dagger, sails are in good shape, and she has an RIB on stainless steel davits. \$69,900



See at:  
www.marottayachts.com

## 41' CT RAISED CABINTOP KETCH, 1971

This particular vessel's the desirable (but surprisingly rare) raised cabin version. Also note the wonderful solid teak interior, low time on machinery and recently replaced epoxy-coated Sitka spruce masts. Plus fresh bottom paint, engine serviced, new running gear and excellent brightwork.

\$57,500



See at:  
www.marottayachts.com

## 32' ERICSON, 1989

One of the last Ericson 32s built, this original-owner vessel is a very nice example of the design and shows much newer than her actual age. Less than 400 hours on the Universal diesel, renewed standing rigging, recent jib (1997) and a blister-free epoxy barrier-coated bottom.

\$49,900



See at:  
www.marottayachts.com

## 30' HUNTER, 1989

Attractive interior with spacious aft cabin combined with good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out – cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries.

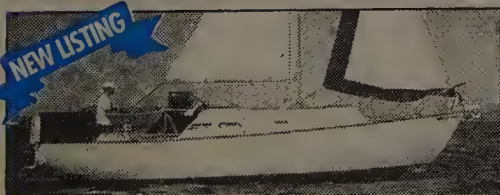
\$37,000



See at:  
www.marottayachts.com

## 32' ARIES, 1976

Very clean classic canoe-sterned cruiser. Replaced mast, Harken roller furler and all standing & running rigging. Sails in very good shape, recent canvas including full cover. Westerbeke diesel with less than 1,000 hours. Exterior brightwork redone summer, 1998. Vessel lying prime downtown Sausalito slip – can transfer with boat. \$35,000



NEW LISTING

## 30' ERICSON, 1969

Very clean Bruce King-designed fiberglass classic with new main, recent jib on roller furler, dagger, engine serviced and deck up Awlgripped. You really must see this little jewel. These were attractive boats when first launched nearly 40 years ago, and the passing of time has done nothing to diminish their appeal. This vessel in particular is a must see. \$17,900



NEW LISTING

See at:  
www.marottayachts.com

## 27' CATALINA, 1981

The Catalina 27 was produced essentially unchanged for almost 20 years – one of the longest runs ever for a production sailboat. The boat remains popular today and highly sought after in the brokerage market. This particular example shows well and is lying in a transferable Sausalito Yacht Harbor slip. \$14,500



NEW LISTING


See at:  
www.marottayachts.com

## 24' RHODES MERIDIAN, 1961

This Phillip Rhodes-designed gem was built at the de Vries yard in Holland, has had about \$25,000 spent on her over the past several years and, not surprisingly, shows very, very nicely. Meridian's were full-keeled cruisers designed to be ocean-capable and were some of the first production fiberglass boats built. \$7,500

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**BENETEAUS**

**BENETEAUS 42s7**  
 Pictured: 1999, \$215,000. Race or cruise.  
 Also: 40.7, 2003, \$209,000  
 39' 393, 2004, \$169,999  
 35.5, First, 1992, \$79,500

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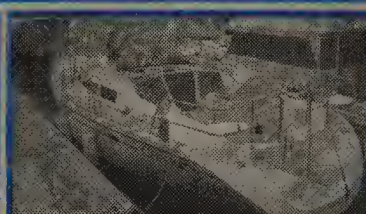
**JEANNEAUS**

**JEANNEAUS:**  
 Pictured: 36' SUN ODYSSEY, '98, \$107,000  
 47' SUN ODYSSEY, '92, \$210,000




**TWO**

**41' NEWPORT, 1979**  
 A strong and beautifully designed performance  
 cruiser designed by C&C. \$60,000




**CATALINA 42 MkII, 2002**  
 With 3 staterooms. \$225,000  
 Also: 34' CATALINA, wing, '88, \$57,500

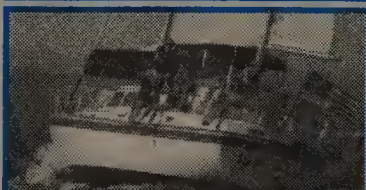


**OFFERS WANTED**

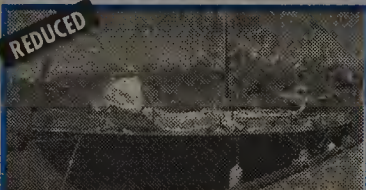
**65' LGD CREAKLOCK SCHOONER, 1984**  
 Cold molded, U.S. built, exceptionally Bristol,  
 certified for 49 passengers.



**SLOCUM 43, 1984**  
 SSB, RF, radar.  
 Diesel heat. Sails 2001.  
 \$155,000




**47' GULFSTAR, 1979**  
 Luxurious center cockpit, large accommodations  
 below. \$142,500



**REDUCED**

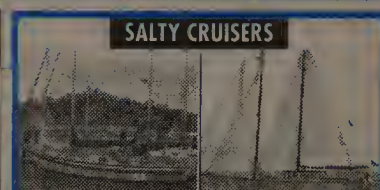
**40' BREWER PILOTHOUSE CUTTER, 1988**  
 Ted Brewer design, large open salon area with galley.  
 Cruise equipped pullman berth plus V-berth. \$159,000



**HUNTERS**

**40' HUNTER, 1995. Pictured**  
 Double berths aft & forward. Well maintained. \$135,000  
 Also: 40' HUNTER, 1986, \$79,000  
 37' ~'89, \$65,000 • 34' ~'85, \$45,000  
 and 32' ~ 2001, \$69,950


| SAIL                             |        |         |                                  |         |         |  |
|----------------------------------|--------|---------|----------------------------------|---------|---------|--|
| 65' Creaklock schner             | '84    | 995,000 | 37' Esprit Valient               | '81     | 91,500  |  |
| 62' Custom PH steel              | '98    | 569,000 | 36' Hanna                        | '56     | 15,000  |  |
| 60' Hartog                       | '84    | 83,000  | 36' Islander                     | '77     | 49,950  |  |
| 57' Alden yawl                   | '31    | 265,000 | 36' Columbia                     | '69     | 25,000  |  |
| 56' Formosa                      | '83    | 199,000 | 36' Custom schooner              | '72     | 47,000  |  |
| 53' Norseman                     | '88    | 499,000 | 36' Atkins PH ketch              | '54     | 14,000  |  |
| 52' Hartog schooner              | '99    | 195,000 | 36' Ericson                      | '84     | 24,000  |  |
| 51' Baltic                       | '80    | 249,000 | 36' Jeanneau                     | '98     | 107,000 |  |
| 48' Olympia CC                   | '78    | 100,000 | 35.5 Beneteau First              | '92     | 79,500  |  |
| 48' Hughes Yawl                  | '72    | Offers  | 35' Privateer ketch              | '89     | 52,000  |  |
| 48' C&C                          | '73    | 199,000 | 34' Catalina, wing               | '88     | 57,500  |  |
| 47' Gulfstar                     | '79    | 142,500 | 34' Islander                     | '75/'85 | 31,500  |  |
| 47' Vagabond                     | '80    | 150,000 | 34' Hunter                       | '85     | 45,000  |  |
| 47' Jeanneau                     | '92    | 210,000 | 33' Newport                      | 2 from  | 29,500  |  |
| 43' Slocum                       | '84    | 155,000 | 33' Hans Christian               | '86     | 94,500  |  |
| 42' Tayana AC                    | '87    | 167,000 | 32' Islander                     | '78     | 29,000  |  |
| 42' Custom schooner              | '72    | 39,000  | 32' Pearson Vanguard             | '63     | 24,000  |  |
| 42' S&S                          | '70    | 57,500  | 32' Rhodes                       | '76     | 46,000  |  |
| 42' S-7 Beneteau                 | '99    | 215,000 | 32' Hunter                       | '01     | 69,950  |  |
| 41' Ericson                      | '69    | Inquire | 30' Alberg                       | '73     | 18,000  |  |
| 41' Newports '79 & 84 fm         | 60,000 |         | 30' Catalina (2) '77 & '85       | 18,900  |         |  |
| 41' Coronado                     | '72    | 45,000  | 30' Cal 9.2R                     | '83     | 24,000  |  |
| 41' Morgan OI                    | '79    | 75,000  | 30' Isl. Bahama                  | 2 from  | 20,000  |  |
| 41' CT ketch                     | '71    | 57,500  | 29' Van der Stadt                | '69     | 16,000  |  |
| 40' Hunter                       | '86    | 79,800  | 28' Newport                      | '79     | 15,500  |  |
| 40' Sabre 402                    | '96    | 245,000 | 28' Islander                     | '78     | 28,000  |  |
| 40' Brewer PH                    | '88    | 159,000 | 28' Isl. Bahama                  | '82     | 21,500  |  |
| 40' Helmsman                     | '80    | 39,500  | 28' Herreshoff                   | '61     | 10,900  |  |
| 40' Columbia                     | '65    | 39,900  | POWER                            |         |         |  |
| 40' Cheoy Lee MS                 | '75    | 95,000  | 86' Pacific Tender               | '45     | 325,000 |  |
| 40.7' Beneteau                   | '03    | 209,000 | 68' Stephen FB                   | '68     | 325,000 |  |
| 39' Cal                          | '78    | 62,500  | 65' Pacemaker cert.              | '72     | 490,000 |  |
| 38' Ericson                      | '81    | 45,000  | 61' Stephens                     | '68     | 297,000 |  |
| 38' Ingrid                       | 2 from | 69,900  | 61' Stephens FD                  | '70     | 285,000 |  |
| 37' C&C 37                       | '86    | 67,000  | 58' Spindrift                    | '65     | 236,000 |  |
| 37' North Sea                    | '79    | 59,950  | 58' Hatteras                     | '73     | 379,000 |  |
| 37' Endeavour                    | '79    | 42,000  | 57' Burger Alum. FB              | '62     | 339,000 |  |
| 37' Chris Craft                  | 3 from | 179,000 | 54' Trojan FD                    | '76     | 349,000 |  |
| 52' Libertyship                  | '60    | 110,000 | 53' Grand Banks Alaskan          |         | 225,000 |  |
| 49' Kha Shing                    | '84    | 179,000 | 45' Fellows & Stewart            | '26     | 299,000 |  |
| 45' Chris Craft                  | '69    | 49,900  | 44' Gulfstar, nice               | '79     | 159,000 |  |
| 43' Hatteras MY                  | '73    | 139,500 | 42' Chris Craft                  | '68     | 99,000  |  |
| 42' Grand Banks                  | '67    | 89,900  | 41' Roughwater                   | '84     | 75,000  |  |
| 41' Hatteras MY                  | '67    | 68,000  | 40' Owens                        | '65     | 25,000  |  |
| 38' Mediterranean                | '98    | 199,900 | 38' Stephens                     | '48     | 36,000  |  |
| 38' Californian                  | '76    | 85,000  | 38' Hatteras MY                  | '69     | 59,500  |  |
| 37' Hatteras SF                  | '78    | 90,000  | 37' Hatteras SF                  | '78     | 90,000  |  |
| 36' Sea Ray SF                   | '80    | 85,000  | 36' Sea Ray SF                   | '80     | 85,000  |  |
| 34' Bayliner Avanti              | '87    | 38,500  | 34' Bayliner Avanti              | '87     | 38,500  |  |
| 34' Uniflite                     | '77    | 35,000  | 34' Uniflite                     | '77     | 35,000  |  |
| 34' Sea Ray                      | '86    | 56,000  | 34' Sea Ray                      | '86     | 56,000  |  |
| 34' Sea Ray Sedan                | '83    | 59,900  | 34' Sea Ray Sedan                | '83     | 59,900  |  |
| 32' Silverton                    | '90    | 79,000  | 34' Silverton                    | '90     | 79,000  |  |
| 32' Bayliner, diesel             | '89    | 79,900  | 32' Bayliner, diesel             | '89     | 79,900  |  |
| 32' Bayliner 3250                | '88    | 28,000  | 32' Bayliner 3250                | '88     | 28,000  |  |
| 32' Nordig Tug                   | '94    | 159,000 | 32' Nordig Tug                   | '94     | 159,000 |  |
| 32' Cruiser                      | '88    | 32,500  | 32' Cruiser                      | '88     | 32,500  |  |
| 30' Sea Ray 305 DB               | '88    | 59,900  | 30' Sea Ray 305 DB               | '88     | 59,900  |  |
| 29' Silverton                    | '85    | 26,000  | 29' Silverton                    | '85     | 26,000  |  |
| 27' Sea Ray                      | '83    | 14,000  | 27' Sea Ray                      | '83     | 14,000  |  |
| 26' Star Fire                    | '86    | 25,000  | 26' Star Fire                    | '86     | 25,000  |  |
| 24' Bayliner                     | '01    | 39,000  | 24' Bayliner                     | '01     | 39,000  |  |
| 24' Bayliner                     | '98    | 24,000  | 24' Bayliner                     | '98     | 24,000  |  |
| 24' Regal 242, trailer           |        | 37,000  | 24' Regal 242, trailer           |         | 37,000  |  |
| 14' Boston Whaler Rage w/trailer | '92    | 7,500   | 14' Boston Whaler Rage w/trailer | '92     | 7,500   |  |




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**56' CUSTOM KETCH**  
 1991  
 \$195,000

**52' HARTOG SCH.**  
 1999  
 \$195,000




**PASSPORT 41, 1990**  
 Custom. Swim step. Truly Bristol! Ready to cruise.  
 \$285,000




**TWO**

**47' STEVENS & HYLAS, 1986. 3 staterooms,**  
 Sparkman & Stephens design. Westerbeke 70 hp  
 low hours, genset 8kw, hydraulics. \$225,000



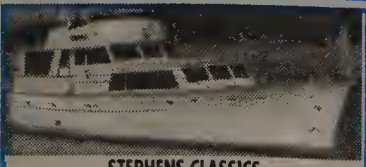
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**39' GULFSTAR SAILMASTER, '82**  
 Loaded with equipment for cruising.  
 In exceptionally nice shape. \$95,800.

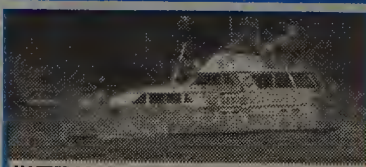


**REDUCED**


**32' NORDIC TUG, 1994. Espar heater, bow**  
 thruster, great electronics, dinghy/outboard, hoist  
 and more. \$154,000



**STEPHENS CLASSICS**  
**68', 1968, Sausalito slip, \$325,000**  
 Pictured:  
**61', 1968, San Diego slip, \$297,000**  
**38', 1948, \$36,000**



**HATTERAS CLASSICS: Pictured: 58' MY, '73,**  
 Sausalito slip, \$379,000; 43' MY, '73, SF Marina  
 Green slip, \$139,500; 41' MY, Bodega Bay, '67,  
 \$68,000; 38' MY, '69, \$59,500; 37' SF, '78,  
 Bodega Bay, \$90,000



**SABRE 402, 1996**  
 Sobre blue hull, full batten mainsail,  
 headsail on ProFurl roller furler,  
 Corion countertops,  
 located here on the Bay.  
 \$245,000



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30' FREEDOM. Easy sailing, great performing design by Gary Mull. Unstayed carbon fiber mast, dsl, radar, dodger, full lifelines. Intelligently set up to cruise. These are great boats. Ask \$35,000.



32' WESTSAIL CUTTER. The ever-popular, heavy fiberglass double-ended legendary cruiser. Diesel, radar, dink, autopilot and lots more... PRICED RIGHT! Asking \$31,500.



34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! \$49,500.

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REDUCED

32' GRAND BANKS TRAWLER. Diesel, radar, VHF, depth, Loran, AP, 6 berths, Bimini, windlass and more. Very shipshape, clean and nice. Asking \$55,000



38' INGRID KETCH by Bluewater Yachts. Glass. Beautifully refit incl. new dsl, sails, rigging, finishes, etc. Radar, vane, GPS & lots more! She's a lot of boat for the money! Ask \$59,500

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28' BAYLINER CONTESSA Command Bridge 2850. Near new 310 hp V-B. Fast & comfy. Sleeps 5 in 2 staterooms. Exceptionally clean 1987 w/dual helms and more. Asking \$29,950.

### SAIL

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47' VAGABOND ketch. Center cockpit, aft cabin. Glass, dsl, big comfy cruiser needing work but priced very low... 86,000

41' BLOCK ISLAND CUTTER. Osl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential. Ask 39,000

40' NEWPORTER ketch. Perkins 4-108 diesel. 8ig, lots of potential... Ask 37,500

37' Wm. GAROEN CUSTOM KETCH by Far East Yard. Osl, 6'8" headroom, new rigging, new sails. A pristine & beautiful traditional cruiser and a "10"! 49,500

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32' RHODES TRAWLER by Rawson, Heavy F/G constr. Obl-ended cutter. Osl, radar, vane & more ... Ask 41,000

30' PEARSON sloop, Atomic 4 1/8, GPS, Autahelm, spinn, nice, clean .. 10,500

30' ISLANDER SLP, F/G, Yanmar diesel looks new, clean ... Only 9,900

29' ERICSON, 1/8, lots new ... 12,500

27' ALBIN VEGA sloop. Swedish-built, clean, O/B, well equipped ... Asking \$7,400

24' SEAFARER slp, Rhodes/MacCarty, O/B, main, jib, genoa, all glass .. Ask 3,900

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22' ALBIN VEGA sloop. Swedish-built, clean, O/B, well equipped ... Asking \$7,400

21' ERICSON, 1/8, lots new ... 12,500

36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc. ... Asking 30,000

36' MONTEREY TRAWLER, Cat diesel, radar, etc. This is a pretty special classic fishing boat with lots of potential. Should be seen ... Asking 12,000

36' CHRIS CRAFT EXPRESS. Twin V-8s. Full canvas. ... Try 9,750

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34' CHRIS CRAFT COMMANDER, '63, twin gas, great boat ... 26,500

33' LAGUNA Sportfish, F/B, F/G, twin dsl, radar & more ... Ask 49,950

32' CARVER Flybridge, gloss, twins, shower & more! ... Asking 28,000

32' CRUISERS INC. F/G, full canvas, fully equipped and ready for fun ... 29,950

30' SEA RAY Flybridge, twins ... Ask 18,000

30' MONTEREY TRAWLER Loaded and very nice! S.F. berth ... Ask 27,950

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50' STEPHENS CLASSIC EXPRESS CRUISER, 1929. Exquisite decor, very tastefully refit w/all modern conveniences. Full galley, shower, twin Chrys Hemi's, flybridge, more. Beautiful yacht. OFFERS ENCOURAGED. \$109,000



39' CORBIN PH CTR. Dufaur design, f/g, 2 helms, 12'1" beam, full galley and head, roller furling, central air and heat, radar, AP, watermaker, lots of new gear. Bluewater cruise ready. Asking \$79,000.

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41' ISLANDER FREEPORT. Center cockpit ketch. Less than 100 hrs on new 100 hp Yanmar dsl. Radar, GPS-chart & more! Teak decks. Big & comfy & looks great! Nicest we've seen since they were new. \$85,000

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34' CHB TRAWLER. Fiberglass, very comfy w/ lots of interior teak. Twin helms w/flybridge, aft cabin, salon, full galley, Onon, radar, Lehman-Ford diesel. Great for live/cruise. Asking \$59,850.

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 Only \$135,000.

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| Fred Andersen Woodworking       | (510) 522-2705 |
| Drake Marine Services           | (510) 521-0967 |
| Hansen Riggig                   | (510) 521-7027 |
| Metropolis Metal Works          | (510) 523-0600 |
| Rooster Sails                   | (510) 523-1977 |
| Jack D. Scullion Yacht Services | (510) 919-0001 |
| UK Sailmakers                   | (510) 523-3966 |